

# GRAIN DEALERS' JOURNAL

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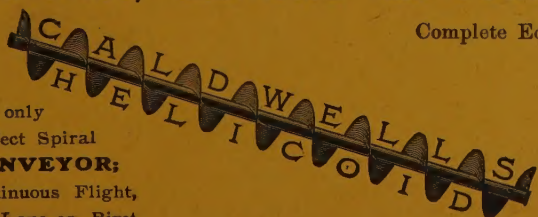
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Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, mill feeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Sullivan, D. J., grain, feed, hay.\*  
Walton Bros., grain and feed.\*  
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McCabe & Co., G. B., grain and seeds.  
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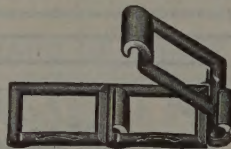
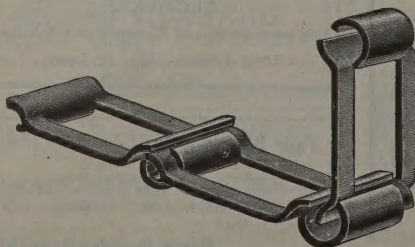
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## MOISTURE TESTERS

Ask us about them.

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We own all U. S. Patents covering Grain Purifying by the sulphur bleaching process, comprising nearly seventy patented claims. We caution Elevator Owners against unauthorized parties who, owning no patents and having no authority from us, are writing letters and traveling about the country offering to build these purifying plants. If you deal with them you will invite trouble and expense. Our patents are protected by the Patent Title and Guarantee Co., and infringement suits will surely follow.

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That Purified Grain is demanded by the Eastern Trade;  
That the largest oats handlers in the world are purifying them by the millions of bushels every week.

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How little it costs to install a purifying plant—  
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COMPLETE FOR \$3.50.

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**Grain Register** is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

### A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

## For Sale



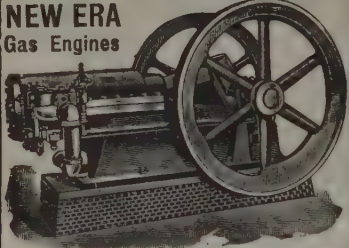
For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

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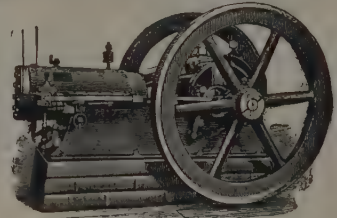
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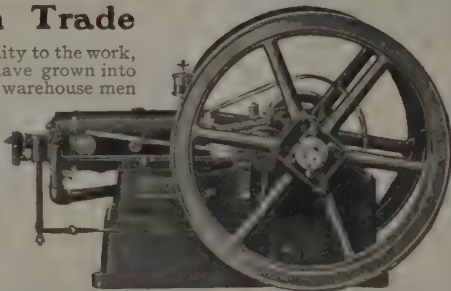
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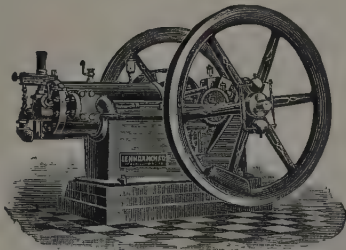
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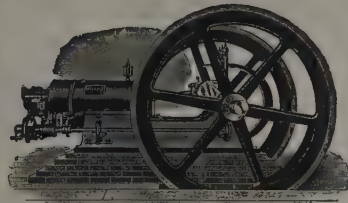
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**THE GAS ENGINE HANDBOOK**, by E. W. Roberts, Price, \$1.50.  
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**PLAIN GAS ENGINE SENSE**, by E. L. Osborne, Price, 50 cents.  
For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 300 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**Grain Dealers Journal,**

255 La Salle Street - - - Chicago, Ill.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$3.50.

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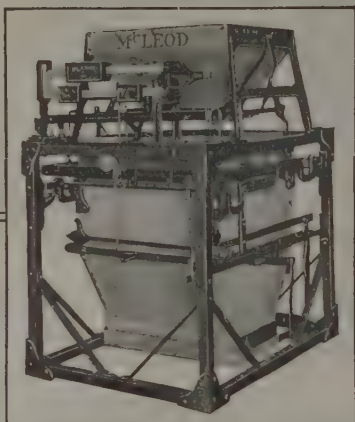
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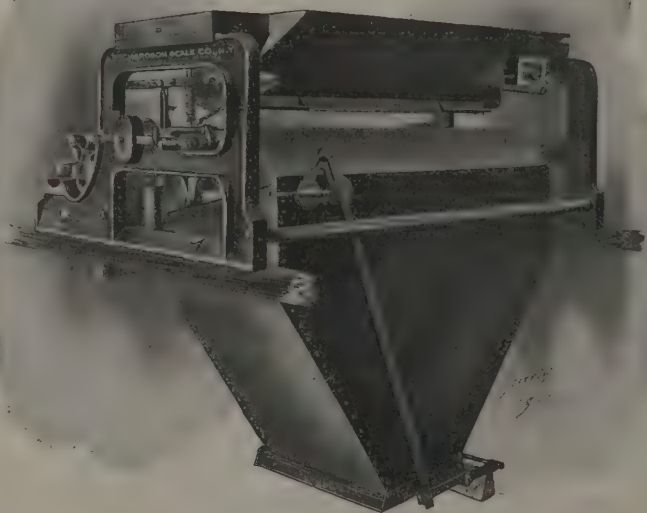
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255 La Salle St. Chicago, Ill.

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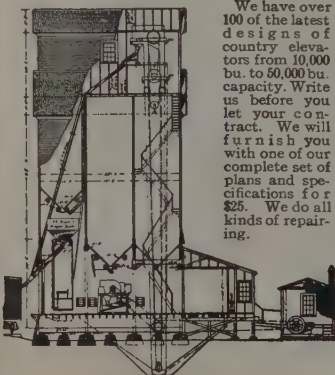
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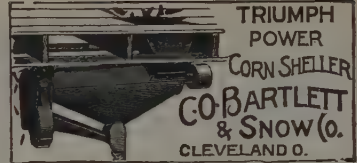
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255 LaSalle St. Chicago, Ill.



WE wish to announce that we are the Original Patentees of the Fan Discharge Corn Sheller known as the United States Corn Sheller.

Our Letters Patent were granted  
**October 17th, 1905**

Any one making, selling or using a Fan Discharge Corn Sheller, or its equivalent, is infringing on our rights and are liable to damages or royalty.

The Supreme Court of the United States has decided that an equivalent is an infringement on the Patentee's rights.

This being true, it would be better for the purchaser to buy the U. S. Corn Sheller of the Original Patentees and Manufacturers, or their Agents, and thereby save a royalty or a law suit.

The very fact that other parties are attempting to manufacture an equivalent (or like machine) shows the superiority of our sheller over all others.

FOR FULL DESCRIPTIONS AND PRICES  
OF THE U. S. CORN SHELDER, WRITE US.

Representatives:

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These Illustrations tell the story why the

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is the only device in use that does not mix, scatter and waste grain in distribution.

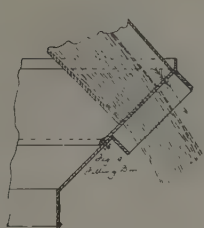


Fig. 9

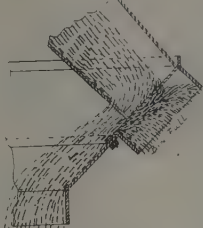


Fig. 10

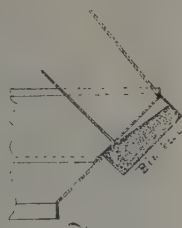


Fig. 11

It saves and delivers every kernel—is automatic in action, prevents chokes in back leg. In fact, is the only device that does the work to perfection that it is intended to do.

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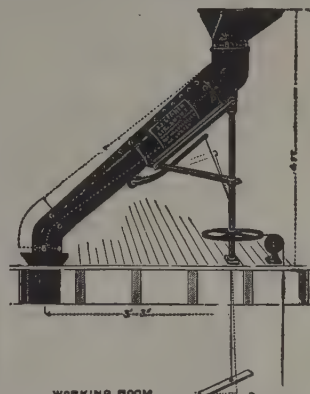
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Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

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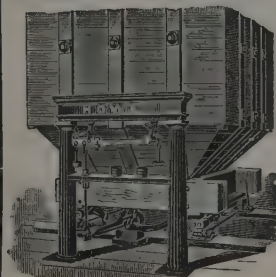
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**Say**

Let the Grain Dealers Journal  
Want Ads do your work.  
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That will  
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**Combined Grain Cleaner and  
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The only machine that will  
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does it perfectly. I would not be without it now, for  
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Very truly yours,

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A. M. BOHNERT.  
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but we will be pleased to ship you one on trial for we are sure that if you follow  
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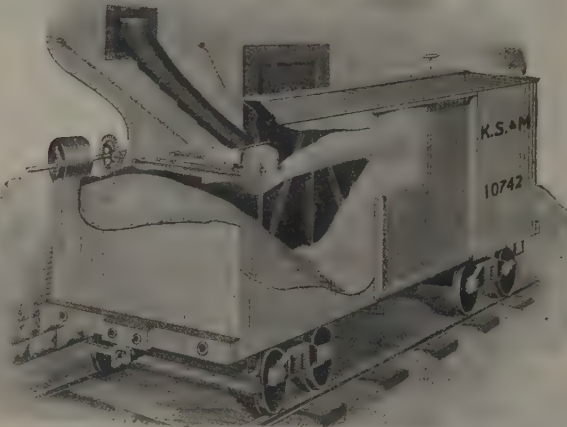
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(Patented Feb. 21, 1899; Oct. 30, 1906)



This machine not only loads the car to  
its utmost capacity without labor or expense  
other than placing the machine in position,  
but it greatly improves the appearance of the  
grain by thoroughly drying and mixing it,  
blowing the light dust out of the car door,  
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One man will easily and quickly place the  
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**No. 1 Loader, capacity 1000 to 1500 bu. per hour, \$55.00**

**No. 2 Loader, capacity 1600 to 2500 bu. per hour, 75.00**

Horsepower required to operate No. 1  
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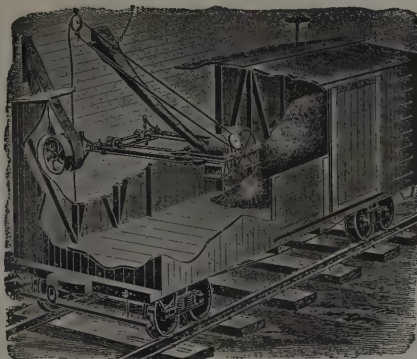
A large number of our loaders are in use throughout the country, all of which are giving the best of  
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We manufacture a complete line of grain elevator machinery. General catalog No. 7 sent upon request

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The Champion, also the Sterling Car Loader is a perfect success for loading grain into cars without shoveling.

We control the Reynolds patents, which are the pioneer patents on a successful rotary car loader for grain.

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Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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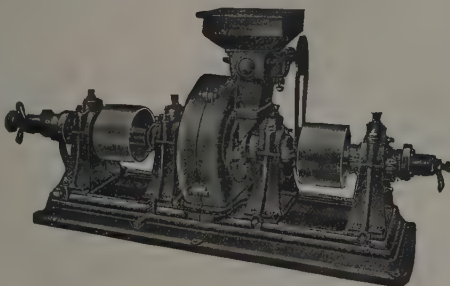
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch  
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Let us prove it to you by sending you one on trial. **WRITE US**

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/2 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

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Cleaners, Heads,  
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Right and Left Hand Over Discharge.  
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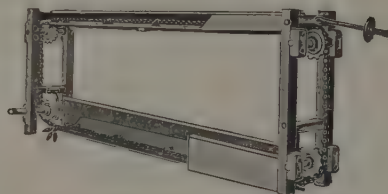
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Sizes: 300 to 1,000 bushels per hour.

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All ready to install, with cast  
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ANY  
Length,  
Most  
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Motion reversed by gears when ordered.



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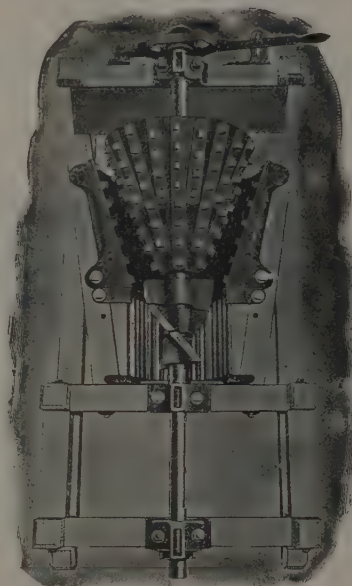
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**Always Improving  
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The "Western"—always in the lead.

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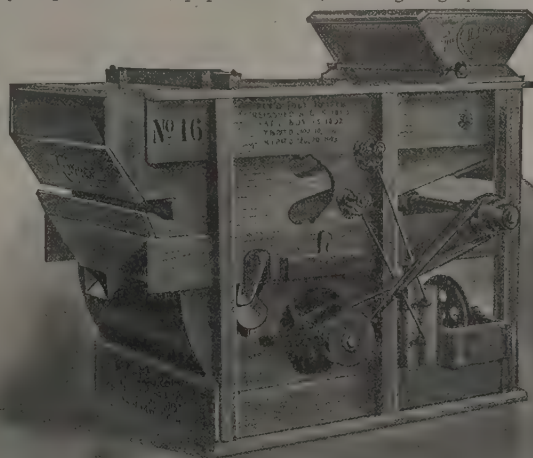
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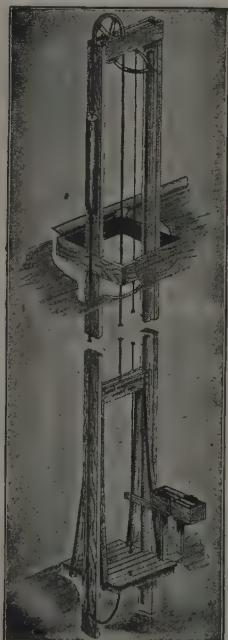
that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



**A. T. FERRELL & CO.**

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If you haven't one of our passenger elevators you are in need of one of them.

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**They are No Trouble, Easily Erected, Well Made and Reliable, The Best.**

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

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FOR SALE  
AT PIERSON STATION  
ON C. H. & D. R. R.**

Capacity 45,000 bushels. Best plant and best location between Decatur and Indianapolis. Everything new and modern. For full particulars address, C. W. MOSSER, PIERSON STATION, ILL.

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HAVE A SHOWER DEC. ELEVATOR BARGAINS. One large county seat modern house, ships 250,000, fine retail \$10,000 gross profits for \$18,000 terms. One modern 25,000 house ships 175,000, best conditions, \$7,500 terms. A shower of other real bargains. All prices. All central Ind., best money makers in U. S. Don't wait, meet me, or come. John A. Rice, Brokerage, Frankfort, Ind.

A GRAND OPPORTUNITY. A modern cribbed elevator, 20,000 bushels capacity on the G. N. Ry., run only 3 years, equipped with Howe dump and hopper scales, 6 H. P. Fairbanks Gas Engine. Good territory. Thriving town with good schools and churches. A snap for a wide awake grain man. Address W. P., Box 11, Grain Dealers Journal, Chicago, Ill.

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A BIG BARGAIN. 1 Williams typewriter, latest model in A1 condition, 1 typewriter table and 1 metal typewriter chair. Cost \$110.00. Our price for a quick turn \$50.00. Address Bargain, Room 504, Traders Bldg., Chicago.

EXPERIENCED grain buyers, elevator operators, foremen and superintendents when out of work will promote their interests by sending us facts as to experience they have had and where, also what kind of position they want. We will file their letters for the inspection of employers in need of help. No charge to anyone. Grain Dealers Journal, Chicago.



## ELEVATORS WANTED.

WANTED—To buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OHIO OR INDIANA elevator wanted, doing good business. Address Nam, Box 8, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE for elevator or mill property; 640 acres Wilkin county, Minn. Level, black, prairie land; encumbrance \$10,000 five years at 5% interest. P. O. Box 148, Independence, Iowa.

WE HAVE four sections of unimproved land Mercer Co., No. Dak., which we will trade for elevators in North or South Dakota. Address Room 126, Corn Exchange Bldg., Minneapolis, Minn.

WANTED—TO RENT ELEVATOR for one year with privilege of buying. Give full particulars as to capacity and grain handled per year and condition of house. 7 years experience; good ref. Address KES, Box 353, Greenville, Ohio.

## HELP WANTED.

WANTED: A GOOD LIVE MAN to handle lumber, grain, hogs and farm machinery. Good place for the right man. Address Ed, Box 10, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED to join in starting elevator at good point in Indiana; or wish loan of \$5,000 on property worth \$8,000 with reasonable interest. Address W., Box 9, Grain Dealers Journal, Chicago, Ill.

## FERRETS FOR SALE.

FERRETS, fine working stock, prices low. Chas. D. Phelps, Dept. Y, Nova, O.

## SELL YOUR ELEVATOR

Others receive satisfactory returns when they advertise in the "Elevators for Sale" columns of the GRAIN DEALERS JOURNAL; have no commissions to pay and know they are getting top price for their property; so can you! Try it!

### WEIMER GRAIN CO.

GREENVILLE, O., Oct. 25, 1907.  
Grain Dealers Journal, Chicago, Ill.:

GENTLEMEN:—Please discontinue "ad" as we have about made a deal. We were greatly surprised to have so many respond to the "ad."

Yours truly,

WEIMER GRAIN CO.

## SITUATIONS WANTED.

POSITION WANTED as traveling solicitor or manager of cleaning house. 25 years in grain trade in Ia. E. R. W., Manson, Ia.

WANT to work joint account. Have established trade. Ask for particulars. Address H. Jahns, Jr., 117 28th St., Milwaukee, Wis.

SITUATION WANTED by an experienced grain man to take charge of grain elevator. Address A. Grant, Room 210, Swasey Block, Sioux City, Ia.

POSITION WANTED as manager of hay warehouse at some terminal point. Have had 5 years' experience in hay business. Address W. A. Dellinger, Urbana, Ohio.

POSITION WANTED as manager of elevator. Have been in the business all my life, can furnish best of references to substantiate my claim. Address J. G. Holderman, Monticello, Ill.

POSITION WANTED as agent country elevator. Honest; temperate; forty; married; steady and have had 3½ years' experience. Address W. G., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED: As foreman with some grain or elevator Co. in repair or construction work. Have had ten years' experience. Can furnish best of references. Address E. A. McIntire, Milford, Nebr.

POSITION WANTED by man with experience and ability as manager of country elevator in town with good school. Can furnish best references. Address Tun, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED: Position as manager of country elevator, 10 yrs.' experience, best of reference. German and American spoken. North and South D. and Minn. preferred. Address Like, Box 11, Grain Dealers Journal, Chicago, Ill.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

MEMBER Milwaukee Chamber of Commerce will take brokerage accounts to buy western grain on Milwaukee market or in country. This may be of advantage to you. Address Sello, Box 11, Grain Dealers Journal, Chicago, Ill.

WE HAVE a man in view who is always hustling; always doing something that will add to the good of the business he is representing. You can get him by answering this ad at once. Address G. F., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED:—If you want a man with experience and ability as manager or bookkeeper, write me. All round experience in the grain and lumber business. Best of reference. Would take management and stock in good company. Address Fey, Box 11, Grain Dealers Journal, Chicago, Ill.

THE SECRETARY AND TREASURER of a large grain company, operating a line of four elevators, desires a change. Thoroughly competent to take full charge of office. Up-to-date methods. 15 years' experience in grain and hay business. Best of references. Address Right, Box 11, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN experienced all branches cash grain business, particularly shipping, desires position buying or selling (road or office) or as superintendent of shipping station. Indiana or Ohio territory preferred. Corn and oats my specialty. Member of Chamber of Commerce. Address J., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

## DO IT NOW.

### GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

**ENGINES FOR SALE.**

FOR SALE: 20 H. P. gas engine. American Hdw. Mfg. Co., Ottawa, Ill.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

30 H.P. FOOS GASOLINE ENGINE for sale. Good as new, will sell for half price. E. J. Steeby, Caledonia, Mich.

ENGINE 16 Horse Gas \$275; 12 H. P. \$250; Boilers, Engines, Heaters, Pumps, all sizes. D. Casey, Springfield, Ohio.

FOR SALE—20 H.P. Columbus Gasoline engine good as new, used 3 months, will sell cheap. Address W. C. Hile, Versailles, O.

25 H. P. GASOLINE ENGINE FOR SALE. In fine condition. Address K. C. Show Case Works Co., 3d and Holmes, Kansas City, Mo.

7½ H.P. CHARTER GAS ENGINE for sale. Price \$150; electric or tube ignition, first class order. W. W. Wilcox & Co., 203 E. Lake St., Chicago.

**GAS ENGINES FOR SALE.**

22 H.P. Fairbanks-Morse.

16 H.P. Fairbanks-Morse.

12 H.P. Fairbanks-Morse.

8 H.P. Fairbanks-Morse.

20 H.P. Otto.

8 H.P. Otto.

10 H.P. Otto.

25 H.P. Columbus.

10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-test prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS 300 bushel hopper scale used but little for sale. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

SCALES. Second hand Railroad, Hopper, wagon and smaller scales. Re-fitted and good as new. The Standard Scale and Supply Co., 50 & 53 S. Canal St., Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

**SCALES WANTED.**

PORTABLE AUTOMATIC bagging scale wanted: second hand. Address Chas. R. Lull, Chamber of Commerce, Milwaukee, Wis.

**MOTORS FOR SALE.**

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

ELECTRIC MOTORS for sale. In good condition; 1-30 Horse Power, 1-10 Horse Power. Address Crumbaugh & Kuehn, Toledo, Ohio.

**MACHINES FOR SALE.**

FOR SALE—I Eureka Cleaner in good condition will be sold at a bargain. The Ellinwood Grain & Supply Co., Ellinwood, Kansas.

ONE NO. 7 MONITOR OAT CLIPPER for sale. Also feed crushers and grinders, steam, gas and gasoline engines, boilers and elevator supplies of all kinds. A Van Camp, Decatur, Ind.

**MISCELLANEOUS FOR SALE.**

FOR SALE: Three double 7½x24 McNulty Roller Mills. Two double 7x24 McNulty Roller Mills. One double 9x24 Allis Roller Mill. One double 9x14 Allis Roller Mill. One single 9x30 three-break Rounds Roller Mill. One 48-inch Star Feed Mill, upper-runner. Two 48-inch feed burrs. One Richmond City Cob Crusher. One No. 1 Eureka Smut Separator. Three No. 3 Richmond Close Scurers. Two 26x72 Case Scalpers, single conveyors. One Harmon Tubular Dust Collector. One No. 1 Wolf Gyrator; 20 sieves. One 32x144 Noye Feed Grader. One York Automatic Scale. Address C. H. Dempwolf, York, Pa.

**ENGINES WANTED.**

WANT a 20 or 25 H. P. gasoline engine in good condition. State price and make. Address J. & J. Leas, West Manchester, Ohio.

**GRAIN WANTED.**

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

NEW CROP buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

BUCKWHEAT GRAIN WANTED. We buy in large or small quantities. Write, wire or phone us when you have any to sell. Address McKenzie Cereal Food & Milling Co., Quincy, Mich.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. Rs., Houston, Tex. Quote price F. O. B. cars, stating how many cars you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

**HAY WANTED.**

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaie Laplante, Fall River, Mass. Boston Rate.

**HAY FOR SALE.**

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

ALFALFA HAY FOR SALE. F. O. B. Buffalo Gap. S. D., 5 cars First Cutting @ \$8.00. 5 cars Second Cutting @ \$10.00. Put up without rain and choice. Wire or write C. T. C. Lollich, Buffalo Gap, S. D.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

**GRAIN RECEIVING LEDGER FORM 43**

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x13½ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debt, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.95

**Grain Dealers Company**  
255 La Salle St. CHICAGO, ILL.

**Wheat Tables**

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

**Grain Dealers Co.**

255 La Salle Street, - - Chicago, Ill.

**Vest Pocket Grain Tables**

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8¼ in. Printed in 2 colors. Price 50 Cents.

**GRAIN DEALERS JOURNAL.**  
CHICAGO, ILL.

**TO BUY  
SELL  
RENT or  
LEASE an  
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.



## POPCORN WANTED.

POPCORN WANTED—Correspond with us. Bradshaw Co., New York, N. Y.

## SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

FOR SAMPLES and price in car lots on Fancy White Seed Oats 40 lb. test, write H. S. Buell, Bozeman, Montana.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE: If in the market for Kaffir Corn, get our prices. Quality good. Address The A. R. Clark Grain Co., Wichita, Kansas.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

FOR SALE: New crop timothy seed, recleaned and analyzed, will stand the restrictions of the pure seed law of Iowa. Will sell local lots or carload. Ottumwa Seed Co., Ottumwa, Iowa.

## SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—Clover, timothy, red-top and millet seed. Submit samples and prices. C. R. Baird Co., Chattanooga, Tenn.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEEDS WANTED: Broom Corn, Early Fortune, Siberian and Hog Millets; Kaffir Corn, Milo Maize, Buckwheat, Orange Cane, Dourra, Hemp Seed and Sunflower. Quote delivered prices with samples. Saginaw Milling Co., Saginaw, Mich.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kaffir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

## MEAL FOR SALE.

IF YOU are in the market for standard cob meal or hickled shucks, write us for quotations. We manufacture this product. The H. K. Holman Co., P. O. Box 202, Fayetteville, Tenn.

## GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

1,000 TO 3,000 BU. OF RICE POP-CORN for sale. Extra fine. C. W. Whitham & Sons, Fairfield, Iowa.

CORN AND VIRGIN TURKEY hard milling wheat for sale. Ask for samples and prices. Mill trade our specialty. Farmers Elevator Co., Sawyer, Kans.

PARTIES WANTING "Virgin Kansas Wheat" either ordinary hard or the choice Turkey variety, Kaffir Corn, Milo Maize, Millet or Cane seed can get prompt quotations upon same by addressing The Chas. Winthrop Co., Wichita, Kan.

# CLOVER

Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.

THE ADAMS SEED CO., Decorah, Ia.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

# KAFFIR CORN

J. R. TOMLIN GRAIN CO.

Kansas City - - - - Missouri

# BUCKWHEAT

WANTED

THE LARROWE MILLING CO., Produce Exchange, New York



# KAFFIR CORN

Butler County (our county), largest acreage of Kaffir Corn of any county in the world.

We shipped more last year than any one firm in the world. Write to

J. C. HAINES & CO., Augusta, Kans.

## THE ALBERT DICKINSON CO.

Clovers  
Timothy  
Flaxseed  
Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

# SEEDS

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN

## BUYERS OF SALVAGE GRAIN

### The Toledo Salvage Co.

Buyers of  
OFF GRADES and  
SALVAGE GRAIN

Toledo, - - - Ohio

### Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

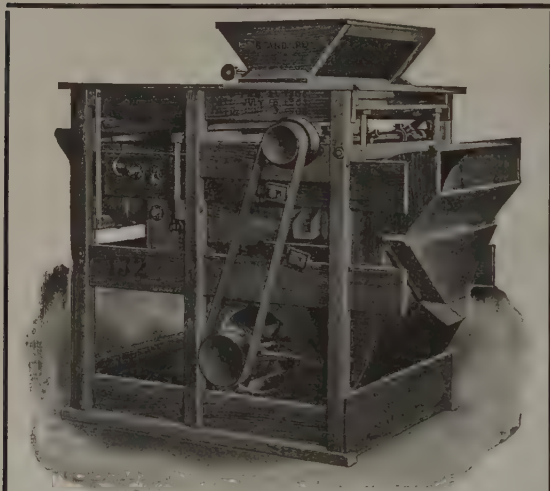
WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

## FRANK MARSHALL

253 LA SALLE STREET

CHICAGO



## Dirty Grain, plus high prices, equals Big Discounts

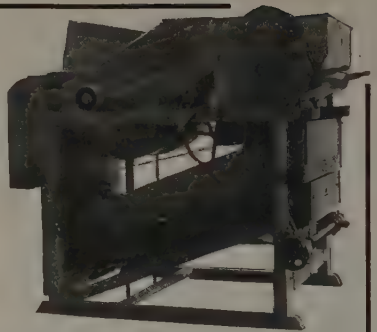
Don't ship your grain without cleaning it, especially when you can get a

### Standard Grain Cleaner

which requires but little power and does a maximum amount of work. STANDARD Cleaners always pay for themselves in a short time and are money makers for the elevator man. Get our catalog showing our full line of cleaners, study the many points of superiority carefully, then you will buy a STANDARD CLEANER.

**PRAME MFG. CO., Galion, O.**

## Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

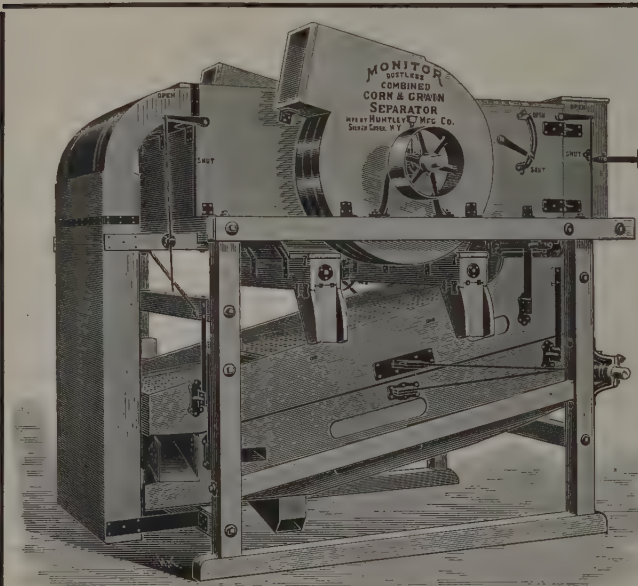
## Invincible Grain Cleaner Co. Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 512 Traders Bldg., Chicago, Ill. Phone Harrison 657.  
Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.



## The Monitor Combined Corn and Grain Cleaner

Is the best machine of its class on the market, and any user who has compared its work with other makes for similar uses will unhesitatingly indorse our statement.

This letter tells the story. We've many others on file to the same effect.

CHARLES E. GROCE, Grain Dealer,  
Circleville, Ohio, January 26, 1907.  
Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—After considerable inquiry last spring from different grain dealers about a combined wheat and corn cleaner, I bought one of your No. 7 machines. It did splendid work on wheat last summer, and we are more than pleased with it on corn.

I can cheerfully recommend it to anyone wanting a separator for either wheat or corn.

Yours very truly, CHARLES E. GROCE.

We shall be glad to send you special folder on this machine or our complete catalogue of Separators, Scourers, Smutters, Oat Clippers, Seed Cleaners, etc.

### BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agt.  
316-318 4th Avenue, So., Minneapolis, Minn., A. F. Shuler, Agt.  
121 Front Street, New York, N. Y., W. K. Miller, Agt.  
Mississippi and 17th Sts., San Francisco, Cal.

Berger-Carter Co., Pacific Coast Agents.  
10 Board of Trade, Kansas City, Mo.

H. C. Draver, Southwestern Agent.  
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

## HUNTLEY MFG. CO.

Silver Creek, NEW YORK



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

by the

**Grain Dealers Company**

255 La Salle Street, Chicago, Ill.

**CHARLES S. CLARK,**  
Manager.

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To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents.  
To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.  
A Red Wrapper on your Journal means your subscription has expired.

### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.



GOLD MARKS SIGNIFYING QUALITY  
OF CIRCULATION HAVE BEEN  
AWARDED THE GRAIN DEALERS  
JOURNAL BY THE AMERICAN  
NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1907.

WRITE your representatives in Congress to oppose the iniquitous grain inspection bill.

THE pitless wagon scale is not suited to the needs of the grain buyer, who wishes to know the true weight of his purchases.

WHEN all lines of business are encumbered with hungry hordes of politicians, it will be difficult for anyone to realize living profits. The grain trade is no exception.

ARGENTINE has exported an unusual amount of wheat during the last year and is now credited by different reports with harvesting the largest crop on record.

RAISING prices bid farmers during the day is sure to breed dissatisfaction. Post prices in the morning and do not raise them even on a higher closing price at Chicago.

A BROKEN water-jacket may compel you to suspend business for a couple of weeks. It is much cheaper to use a solution of calcium chloride for cooling cylinders. It never freezes.

GRAIN DEALERS who wish their business taxed for the support of Government sinecures should write and wire their representatives in Congress to support the Federal Grain Inspection bill.

THE Government crop reports, which everyone identified with the grain trade knows to be thoroughly unreliable are but a sample of what the trade can expect should the Government attempt to inspect grain.

THE LAKES to the Gulfs canal would lower the level of the great lakes and might result in some cities being left inland. Contractors seem to be very anxious to dig it, but who would wish to use it.

DEFECTIVE chimneys may soon be expected to contribute their share to the fire losses of the country. Hot fires will be necessary to keep warm and will result in the communication of fire to unprotected wood.

WANTED—Reliable information regarding the condition and standing at court of a certain deformed B/L drafted some months ago by carriers with the fond hope of gaining the permission of the I. C. Commission to foist it upon the unsuspecting shippers of the country.

AN ILLINOIS elevator containing 250 gallons of gasoline burned recently and the wonder now is that it did not burn the same week the combustible fluid was placed in the house. The storage of large quantities of gasoline in a grain elevator is inexcusable and unpardonable.

BY SELECTING the time and place for annual meeting earlier the National Ass'n would insure convention being advertised more thoroughly. The larger the number of dealers who know of it, the larger will be the attendance, the more varied will be the subjects presented for consideration and the wider will be the scope of the organization's work.

REMOVING the internal revenue tax on denatured alcohol has not revolutionized farming and the grain business as was freely predicted a year ago. In fact the Internal Revenue Commission reports that no farm or small distillery has made any of the "good natured" stuff. The fact is it can not be made economically on a small scale.

COUNTRY elevator men would greatly promote their own interests and educate their farmer patrons to place their grain in marketable condition before bringing it in, if they would buy all grain strictly on grade, just as they have to sell it. The slack method of accepting all grades at the same price prompts the shipper involuntarily to expect similar treatment of his shipments to the central markets, altho he knows such a thing to be impossible. Grade your purchases as well as your shipments and pay for your receipts according to the quality. The man who grades every shipment and keeps a large average sample unwittingly schools himself to grade his purchases more carefully and nearer correctly.

IF THE politicians are permitted to tax the grain business at every turn for the maintenance of sinecures, how long will other lines of interstate and foreign trade be able to escape similar interference. The act cannot be justified either as a police or health regulation and will be fought vigorously by all opponents of the scheme to centralize all power in the federal government.

THE anti-bagblending fever seems to be catching. No sooner do we publish the methods adopted in one section of the country to free the grain trade of this incubus than some other brother gloating over his escape hastens to tell of the method pursued. Dealers of Connecticut, as is recited in "Letters," are the latest to rise against this abuse. It is our fervent hope that the fever will become a raging epidemic and attack all bag lenders with its full force.

THE Indiana Grain Dealers Ass'n, which will hold its annual meeting Jan. 8-9th, is arranging to hold a corn show in connection, each of the local associations offering prizes for exhibits from their section. While the corn show feature will surely prove profitable and help to encourage a more careful selection of seed corn, it should not be permitted to displace entirely the business sessions of the Ass'n, which are designed to remedy many other trade troubles.

SOME dealers who were unfortunate in contracting corn at high prices early in the season have very shrewdly and rightly refused to accept new corn, unless in prime condition, at any but a large discount. After the heavy losses suffered on oats this year it was that shippers would refrain from contracting crops in defiance of their own business interests, but fear of that awful competitor led them to place their heads in the noose again. Much corn is still full of water and cannot be handled without great risk.

DIRECTORS of the Chicago Board of Trade have taken a stand against the federal inspection bill, as is noted by resolutions published elsewhere in this number, and next week it is hoped and expected that the representatives of other grain exchanges and delegations from the different state and local grain dealers associations will join with the directors of the National Ass'n in a vigorous protest against the imposition of federal inspection upon the grain trade. A meeting of the directors of the National Ass'n has been called for Indianapolis, Dec. 16. The interest in this movement is now so general that a large attendance is assured. It is expected that the conference will result in an active campaign being planned against federal inspection, and in ways and means being provided for conducting the work.

FORGED B/Ls to the amount of \$25,000 led to the suicide of the forger, Louis Straus, a broker of New York City, last month. This is the first forgery of B/Ls for some time, and the sufferers from the forger's wrongdoing are now anxious to have a law enacted which shall compel Railroad Companies to safeguard the bills. So long as carriers issue bills without restraint to anybody and without limitation as to number, forgeries will occur, for men in straightened circumstances are daily tempted to repeat the easy money getting scheme of Ricketts, Harroun and others.

ONE excellent bill introduced in the U. S. Senate by a Texas senator provides penalties for Railroad Companies which fail to furnish cars to shippers within a reasonable time. The country has been favored with so extensive and persistent efforts in behalf of a federal reciprocal demurrage law, it would seem very likely something of this character must soon be enacted. While most sections of the grain territory of the country are not suffering for want of cars at present, still some sections, notably North Dakota, are complaining bitterly of ineffective service by carriers.

ANY CREEKS or swamps in your neighborhood which need dredging? Are they navigable? Every scheme to make any old sewer navigable seems to be receiving a hearty reception at the hands of Congressmen and others who are interested in dredging companies. This country has abandoned more than half of the canals and creeks which once were navigable and would use few of the streams now proposed very long, even if made navigable. The new inland waterway from Portland, Me., to Atlanta, Ga., is idiotic. If a demand existed for transportation between the two points ocean steamship lines would long since have been established.

IMPRACTICABLE theorists are threatening the country with laws forbidding dealing in futures. For several years Germany was so handicapped and even the government itself was unable to learn what was a fair value for grain. Widely varying prices were in force in different sections of the same city. The country had no market which was a true index of value, hence sharp traders imposed upon everybody. To stop all dealing in grain futures in this country would result in like conditions here. It would not promote the interests of the grower as most farmers seem to think, and the speculative element entering into the handling of grain would be greater than is now that possible. No man or firm could form a correct idea as to what would be a fair value for any grain, and each would be biased and directed solely by the conditions existing in his own neighborhood.

THE SPLIT among the grain men of the Memphis Merchants Exchange is indeed unfortunate for that market and it is to be hoped that better consuls will prevail and bring about a reunited trade. Two call boards in the same market are sure to cause much confusion to the outside trade and inure to the great disadvantage of all Memphis dealers.

SOUTHEASTERN dealers would greatly promote their own interests and their relations with the shippers of the surplus states by attending more of the shippers meetings. Many honest differences are due solely to misunderstanding of the conditions existing in different sections of the country. All these could be readily explained in a personal interview, and trade relations promoted.

TELEGRAMS and bids are often so worded as to give the sender an opportunity to crawl out of a bad contract should the market go against him. Such was the case in a trial before an Ohio jury recently, which was compromised out of court. Many of the grain dealers unintentionally leave much to be understood. The penalty of accepting such loosely worded messages can always be avoided by stating explicitly what is intended in the reply. It may cost a dollar to repeat the terms of sale and thereby confirm terms on that basis, but that is much cheaper than settling a difference of \$200 or \$300 either in or out of court.

ALL SHIPPERS of the country will be pleased to know that Senator Fulton has introduced a bill in Congress amending the railroad rate law in such a manner as to prohibit changes of tariff filed with Interstate Commerce Commission going into effect, if any objection is made, until the Commission has investigated the matter and declared the rate fair. Heretofore the railroads have changed their rates without either consulting or considering the rights or interests of shippers and none has had the power to forbid in the matter of interstate rates. Naturally many unreasonable and unfair rates have been kept in force for years in defiance of decisions of the Interstate Commerce Commission that the rates were extortionate and unreasonable. The bill is one that will receive the hearty endorsement and active support of every shipper who believes in a square deal.

KANSAS grain shippers are not to be discouraged by past failures of their brothers in collecting damages from rail carriers for non-provision of cars within a reasonable time and for unreasonable delay of grain in transit. The latest shipper seeking damages cites but two specific instances of unreasonable delay for which he is seeking \$65 damages and costs. If more shippers would stand for their rights in this matter of shipping facilities and service, fewer opportunities would be afforded them for silently suf-

fering loss of business and loss of profit on business canceled by reason of carrier's indifference. The operating force of the average railroad cannot be expected to give the grain shippers any better service than they insist upon having. The slack methods of the grain shippers of the past and their patient toleration of the many abuses heaped upon them by the carriers are more to blame for the poor service obtained today from the rail carrier than the carriers themselves. They have put up with it, so the agents expect them to continue doing so and act accordingly.

AN INDIANA grain merchant was called home recently to help adjust the loss on his elevator, which had been consumed by fire. It seems that this man was so very successful in his business that he did not feel the need of account books. He carried it all in his head, hence the insurance adjusters are unwilling to accept his unsupported statement that he had 8,000 bushels of wheat in store at time of fire. No record of parties from whom the wheat was purchased or when had been kept. After several weeks' work the adjusters have given it up, and it now seems likely that the case will go to the courts for settlement. Any man who has the best interests of his own business or his family at heart must keep a correct, detailed record of his business, so that it may be continued without loss should he be suddenly taken away; and so he may prove his claims of property possessed in case of fire. Correctly kept books are just as necessary to the successful business of today as fire insurance or machinery for handling grain. The Indiana dealer's experience serves but to emphasize the folly of trying to do business without all these essentials to modern business.

#### HASTE IN HANDLING NEW CORN.

The eagerness of farmers to sell new corn and the dealer's fear that his competitor will get all of it is prompting many country elevator men, even against their own best judgment, to buy corn which is too damp to stand storage and can not be shipped with safety.

Shippers of immature corn have suffered so many heavy losses during recent years it would seem time for them to be content to wait until corn is in prime shipping condition before attempting to handle it. True, many of them have waited longer this year than usual, but in many sections north of the Ohio river corn is still unfit to handle and if competitors are determined to start the movement of the new crop they should be permitted to suffer alone for such indiscretions.

Reports have reached us from some sections to the effect that farmers who attempted to crib new corn found it necessary to throw out most of that cribbed in order to prevent the entire lot spoiling. The moisture content of most of the corn is above the high average of recent years, and the shrinkage of corn not now and held for summer shipment is sure to be surprising and distressing.



## THE MOTIVE OF THE FEDERAL INSPECTION BILL.

Senator P. J. McCumber of North Dakota has worked persistently during a number of sessions of Congress for a federal inspection bill. He has never been accused of promoting the bill because he desired places for, ward heelers, neither has he sought to justify the action by reason of complaints from abroad of poor grain received, but he has shown his real motive in his frequent charges against the line elevator companies of the Northwest, whom he charges with being in control of the Minnesota grain inspection department.

Few men identified with the grain trade believe that he or the North Dakota farmers have any cause for complaint against the Minnesota Inspection Department. That department collects a very small fee for inspecting most of the grain shipped from North Dakota, but the service rendered is recognized throughout the world as superior to that obtained from other political grain inspection departments. Mr. McCumber seems to be prompted solely by unreasonable spite against everything connected with the trade in Minnesota, while Mr. Watson, the Indiana champion of federal interference with the grain business, is prompted solely by a handful of politicians who work for the law with the one hope that they will have more places to distribute among the ward workers. The politicians have finally hypnotized McCumber into joining their game and accordingly he has cast away his own bill and presented a simple draft which lacks all the wild fancies of his former bills and contains none of their contradictions.

For ten years the politicians have striven to fasten the tentacles of their great blood sucking machine upon the grain trade. They have talked much about the impositions heaped upon the farmer, and thru other politicians acting in the capacity of consuls abroad, they have been most solicitous regarding the welfare of the poor foreign buyer of American grain. None have ever spoken once of the benefits which might possibly accrue to the only men who have interest in this matter of inspection, the country grain shipper and the grain receiver. The politicians have entirely overlooked the fact that fully 95 per cent of the grain shipped from the district in which it is grown is bought from the growers by country grain dealers and loaded into cars for their own account.

The only excuse so far presented by the Agricultural Department is the protection of the foreigner. It may be that the foreign buyer of American grain is a fullfledged mollicoddle, but we doubt it. Even if he were such a weak brother, it is not within the proper province of the Secretary of Agriculture to at-

tempt in any degree to assist in building up his business. The foreign buyer knows the grain business much better than any Secretary of Agriculture ever can hope to know it, and he knows that he can always get as good grain as he is willing to pay for, but no better. Thru our foreign consuls these foreign buyers have been led to hope that the Agricultural Department might be induced to force American exporters to deliver better grain than they sold, or could afford to sell at the prices bid by the foreigners.

The Secretary of Agriculture and the other self-appointed guardians of the interests of the foreign buyer are evidently not aware that the buyer can get the best grain grown in this country if he but express a willingness to pay what it is worth. He can buy on sample or have the grade guaranteed by the exporter, but it is unreasonable for him or any of his American champions to expect the American exporter to render such services for the price of off-grade grain.

Tricksters there are in the export grain business and always will be, even tho the government inspect the exports at every handling, but there is no excuse whatever in the foreign buyer continuing to deal with sharpers, who strive always to give him the worst of the deal. The export trade affords a goodly number of reputable firms who can be depended upon to deliver what they sell.

The President, too, has taken up the cause of federal inspection and it may be confidently expected that so soon as the politicians have handicapped the grain business with their expensive machinery that the steel manufacturers, the cotton trade, machinery and book makers and others engaged in interstate and foreign commerce will be handicapped with similar sets of inspectors, not for the purpose of promoting or fostering trade, but solely for the purpose of providing places for machine workers. The grain dealers of this country are numerous enough to thwart this greedy purpose of the politicians, but to accomplish it they must work vigorously and altogether.

**DIRTY** grain cannot be expected to grade well in any market. If it should happen to do so, the shipper profits by the error.

**BY ADOPTING** uniform grades, that is uniform phraseology and uniform grading, the present inspection authorities would place a big spike in the guns of the federal inspection agitators.

**CURB** trading has been greatly reduced and it seems possible that it will soon become a thing of the past. The grain exchanges by effecting a complete separation of this class of trade from their organizations will materially reduce the opposition to their methods of doing business.

## Seeds

Imports of clover seed at New York last week were 686 bags, against 2,600 for the preceding week and 960 a year ago.

The area of clover sown in Ohio in 1906 cut for seed is estimated by the Ohio Dept. of Agri. to have been 47 per cent and the average yield per acre 1.02 bus.

Darmstadt, Germany, Nov. 20.—It is still too early for a definite report on red clover, except that an average yield is generally expected in Europe. White clover is once more on the market in good qualities and at moderate prices. This country reports a very short crop of alsike and prices very high.—Conrad Appel.

Toledo received during the week ending Dec. 7, 257 bags of clover seed and shipped 275 bags; against 1,341 bags received and 124 bags shipped during the corresponding week a year ago. So far this season receipts have been 16,216 bags, against 23,086 bags last season, and the shipments this year 1,996 bags, against 5,037 bags a year ago.

We note in this column Nov. 25 mention of some changes in this company, using Mr. Everitt's name as pres. J. A. Everitt is not and never has been pres. of the American Pure Seed Co. He was at one time pres. of the Pure Seed & Plant Co., of North America, which organization was never carried into actual existence. This present company saw fit to absorb the title of his organization for the purpose of shelving it, and Mr. Everitt has no position, official or otherwise, nor has any stock been issued to him in the American Pure Seed Co.—E. B. Lacy, pres. American Pure Seed Co., Evansville, Ind.

Chicago received during the week ending Dec. 7, 430,000 lbs. of timothy seed, no clover seed, 90,000 lbs. of other grass seeds and 147,000 bus. of flaxseed; compared with 703,000 lbs. of timothy seed, 106,600 lbs. of clover seed, 467,000 lbs. of other grass seeds and 41,700 bus. of flaxseed during the corresponding week last year. Shipments have been 1,124,000 lbs. of timothy seed, 720 lbs. of clover seed, 2,744,000 lbs. of other grass seeds and 2,447 bus. of flaxseed; against 213,000 lbs. of timothy seed, 42,500 lbs. of clover seed, 887,000 lbs. of other grass seeds, and 3,340 bus. of flaxseed for the corresponding week of 1906.

Clover seed was strong early in the week; easy later. Early in the week the demand for Toledo March was urgent and prices went up quickly to \$10.15. Later a few longs took advantage of the advance and sold out, prices reacting. No new factors have developed. Nearly all the dealers here seem to appreciate the fact that our crop is exceptionally short. It takes a little nerve, however, to anticipate what the demand will be in the spring by taking seed at the present high prices. Later developments, however, may show that there is not enough seed to go around and prices may be boosted to a higher range. Then again the farmers may retrench a good deal and buy only what they actually must have. They may also substitute something for it. Everybody knows, however, that clover seed must be used regardless of the price.—J. F. Zahm & Co.

## To You.

If I knew you and you knew me,  
If both of us could clearly see,  
And with an inner sight divine  
The meaning of your heart and mine,  
I'm sure that we would differ less  
And clasp our hands in friendliness;  
Our thoughts would pleasantly agree  
If I knew you and you knew me.  
—Your Competitor.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### NO MONEY DEPOSITED FOR MOVING CROPS.

*Grain Dealers Journal:*—We know of no money being deposited by the United States Government in Depository Banks for the purpose of moving crops, and do not know where you can learn of any such action as we do not think anything of this sort has been done. Very truly yours, C. L. Hutchinson, Vice President, Corn Exchange National Bank, Chicago, Ill.

### COMMENDABLE INNOVATIONS IN NEW ENGLAND TRADE.

*Grain Dealers Journal:*—Your readers may be interested in knowing that after 40 years of bag lending the dealers of this city will not put out any bags after Dec. 31, 1907, unless they receive to cts. each for them. Every dealer has sent printed notice to his customers that "owing to the large increase in the cost of bags each bag must be paid for. Receipts will be given and bags returned in good condition within 30 days accompanied by the receipt will be redeemed at full price."

Following is the form of receipt we issue:

Date.....  
This slip will be redeemed for the highest number of bags appearing below, at 10c each, PROVIDED the bags are returned within 30 days from above date in good condition.

Meech & Stoddard, Inc.  
Middletown, Conn.

- 1 Bag.
- 2 Bags.
- 3 Bags.
- 4 Bags.
- 5 Bags.
- 6 Bags.
- 7 Bags.
- 8 Bags.
- 9 Bags.
- 10 Bags.

We are also going to send statements of all accounts to our customers the first of each month and 30 days will be the limit of credit extended. In our notices sent out we said that owing to the extreme high prices of grain, the consequent largely increased capital necessary to carry on our business and the present serious condition of the money market, we are forced to limit the credit extended to our customers strictly to thirty days.

All bulk carloads from the West and mixed carloads from Middletown, will be subject to thirty day draft from date of invoice.

Statements of running accounts will be rendered on the first of each month

and shall be payable on or before the tenth of the month. If not paid before the fifteenth of the same month, they shall be subject to a sight draft.—Meech & Stoddard, Inc., Middletown, Conn.

### COMPLAINTS OF POOR CARS OFFERED FOR GRAIN.

*Grain Dealers Journal:* We get some cars that take us half a day to cooper, and then they are not in shape for small grain. The railroad company has no competition here and is of the opinion that any old car is good enough for this station. It's almost impossible to fix up some of the cars and as I can't afford to take chances I have to turn them down. Every day I see cars passing that have sprung leaks and leave a trail of grain behind. Often the cars leak so badly the brakemen are forced to leave them on side tracks and then everyone helps themselves and the unfortunate shipper blames the weighing department. The elevators here are full to their utmost capacity and we are experiencing much trouble in getting cars.—N. Moxness, mgr. Crown Elevator Co., Bristol, S. D.

### MARKED IMPROVEMENT IN FINANCIAL CONDITIONS.

*Grain Dealers Journal:* At the time your letter was received, the situation here financially looked pretty squally, but we are very glad to say that conditions at this time show a very marked improvement and we anticipate possibly before another week rolls around our banks will resume currency payments.

In our business, we have not been especially inconvenienced by this lack in currency, as the grain business, you know, is carried on almost exclusively by checks, and we have had no use for currency further than the ordinary weekly or daily requirements. In our opinion, banks were unnecessarily scared and possibly they were among the largest hoarders of currency.

Business generally has suffered to some extent, buyers in a measure curtailing their purchases and not anticipating future requirements to the same extent that is generally done. This financial scare, which we believe is now about over, commenced with the bank and trust company troubles in New York, and was largely due to lack of confidence, people not feeling sure as to what the end would be or when the end would come. We feel that prices of almost all commodities in the foodstuff line both for man and beast had become abnormally high and that a check to the continuous advance in prices we have had for some months past would in the end be more or less beneficial. On the other hand, it would seem that prices of wheat may not be too high considering the fact that exporters are and have been for some weeks past taking it quite freely.

This financial panic, no doubt, as is already shown, caused a hardship among the laboring classes from the fact that large manufacturing interests, transportation companies and others have cut down their forces and curtailed their purchases and new contracts as much as possible.

As we look upon it today here in Philadelphia, while we may not have recovered to the fullest extent in a business way, things have almost reached their normal conditions, and if the newspapers of the country would stop writing about panics, bank failures, financial troubles and the like, before the first of the year comes the bulk of us would have forgotten it.—Yours truly, E. L. Rogers & Co., Philadelphia, Pa., Nov. 30, 1907.

### MEMPHIS WEIGHTS CORRECT.

*Grain Dealers Journal:* It is my pleasure to hand you herewith a copy of a report which I am this day forwarding to Secretary Strong, of the Grain Dealers Ass'n of Illinois.

You will note that this is a report of a special committee appointed to investigate complaints of Illinois grain dealers of alleged shortages in weights in the Memphis market.

Inasmuch as your Journal published the action of the Association, I am requested to ask you to publish this report in full, giving it as much prominence as possible, as the Memphis grain dealers feel that no publication should have been made of the matter until after an investigation had been had.—Yours very truly, N. S. Graves, Secretary Merchants Exchange, Memphis, Tenn.

The undersigned committee, appointed to investigate the complaints concerning the alleged shortage in the weights of grain as set forth in a communication from Mr. S. W. Strong, secretary of the Illinois Grain Dealers' Ass'n, under date of Oct. 21st, to the president of the Memphis Merchants' Exchange, begs to submit the following report:

The committee in person visited the elevators and warehouses at which the cars complained of had been weighed, examined the original records of entry, including scale tickets covering each car located, and re-checked the same with the records in the chief weighmaster's office.

The committee also examined the methods of weighing at each plant, and tested the scales at all of the elevators. The method of testing scales adopted by the committee was to weigh grain in bulk over the hopper scales, and then weigh the same grain over the automatic sacking machine; and further confirming the correctness of the weights by weighing a certain number of sacks over approved platform scales, thereby giving three weights on every test.

The committee found that the system prevailing at the different plants was carefully devised, and that the records were kept in an accurate manner, and in such a way as to eliminate error so far as any human precaution can accomplish this end.

The committee can positively assert that every scale examined was found to be in first-class condition, and weighing correctly, as was evidenced by the triple test to which each scale was subjected.

**Analysis of Complaint:** In carefully analyzing the statement of 127 cars furnished by Secretary Strong, and checking them car by car, the following results were ascertained:

Number of cars not sealed.....	19
Number of cars in leaky condition.....	23
Number of cars of which no record of weights could be found.....	14
Number of cars containing oats and ear corn in same car.....	1
Number of cars of which no complaint were furnished.....	9
Number of cars in good order.....	61

Total .....127

It will, therefore, readily be seen that, of the 127 cars complained of, sixty-six cars, or over one-half, should be eliminated from the complaint, for the reason as shown in the tabulated statement above.

Nine cars were added to the statement in a lump, evidently for the purpose of swelling the volume of complaints, as it was impossible to check these cars without the car numbers.

Of the fourteen cars mentioned in the foregoing statement, of which no record could be found, seven cars were shipped to other markets, and destination weights were evidently furnished shipper, and two cars were weighed by private weights, and these nine cars are therefore not properly chargeable to the Memphis Merchants' Exchange Bureau.

It appears that these cars were shipped by the principal complainant in this matter, and we are confident that said shipper knew at the time that they were not weighed under the auspices of the weighing bureau of the Memphis Merchants' Exchange, and that said shipper simply threw in for good measure.

One hundred and eight of the cars reported contained oats, practically all of this year's crop. Of the three nineteen cars graded No. 4, on account of being very damp, and ten graded "No grade," on account of being "hot and heating."



The rest of the oats were No. 3, and were all more or less imp.

**Shrink in Transit:** It is a well known fact that damp oats of such a character as this year's crop has been will dry out materially in transportation and rehandling, and thereby shrink considerably from the original weights.

We note that the Mattoon Grain Co. reports six cars as showing a loss of 4,060 lbs. The invoices furnished by them to the consignees would indicate a much larger loss, and it is therefore evident that their reports are inaccurate somewhere.

Your committee is very strongly impressed by the fact that one-half of the cars complained of were shipped by the Shellabarger Elevator Co., of Decatur, Ill., and reference was made to them above in the matter of their including nine cars for which they had received no Memphis official weights. Nevertheless, these nine cars were included in the complaint of the said shippers, altho they knew that the Memphis Bureau was not responsible for these weights.

They were also aware of the fact that nine other cars were received in a "leaky condition" but they included them in like manner in their complaint, thereby showing their willingness to charge against the Memphis market shortages on eighteen cars for which they knew full well that no sort of responsibility rested.

Your committee begs to submit the view that this action does not evince the spirit of fairness which we have a right to expect, nor a sincere purpose to reach the real causes which make discrepancies in weights possible.

It has developed in the progress of this examination that the firm which weighed over one-half of the cars complained of by the Shellabarger Elevator Co., being just as anxious as the shippers to locate the trouble and put a stop to the vexatious and annoying complaints, offered in writing to the said Elevator Co. to pay all expenses of any man they might select, for a week's stay in Memphis, and permit this man to weigh the entire receipts at their plant and compare the weights returned with the weights of other shippers who have first-class facilities.

This proposition, it seems, was ignored by the Shellabarger Elevator Co., but it continued to complain.

**Memphis Weights Agree with Shipments from Other Terminals:** Your committee would further report that this investigation has demonstrated that a large percent of the grain received in this market has been shipped from elevators in Kansas City, Omaha and St. Louis. Official elevator certificates of weight being furnished with each car by the shipper, the Memphis elevators have had a daily opportunity of comparing their weights with the weights from the above mentioned markets, and the records show an approximate net discrepancy of about one hundred pounds (100 lbs.) per car, thereby proving the correctness of the Memphis weights.

In this connection, we wish to call the attention of the gentlemen complaining to the fact that every scale in Memphis is inspected four times per year by the Inspector of Weights and Measures, an official of the City, who has absolutely no connection with any receiver here.

In addition to this, the Chief Weighmaster of the Memphis Merchants' Exchange makes much more frequent inspection of every scale under his supervision. This oversight renders it almost impossible for a scale to remain out of balance for any length of time.

Your committee would respectfully demand, through Mr. Strong, that the shippers who are making these complaints furnish us a statement showing their methods of weighing and manner of testing their scales, as we are reliably informed that some of them have very crude and inadequate methods of weighing and keeping records.

In conclusion your committee wish to state that the standing and character of every firm at whose plants these shipments have been weighed are so high that the possibility of their conniving at any dishonest methods is absolutely precluded. But, assuming for the sake of the argument that this was not the case, and laying aside all question of honor and fair dealing, it would be an insult to their intelligence and common sense to assume that their experience of years in this business had not taught them, beyond the peradventure of a doubt, that correct and honest dealing is the "sine qua non" in the successful conduct of any grain business. Secty. Strong has visited Memphis, and is acquainted probably with every firm here, and we are confident that he, personally, knows that every dealer

here is just as anxious to locate the trouble as the shippers can possibly be.

Throughout all the ages, we believe, there have been discrepancies in weights of grain; and we very much fear that it will always be so; but there is a proper way for handling such matters in conformity to business ethics, and in a spirit of fair play.

These fundamental principles have not been observed by these complainants, when they were so anxious to rush into print with their uninvestigated grievances, thereby doing a great injustice and possible injury to a number of their fellow men, who are just as honest and just as reputable as they can possibly be, and whose methods and equipment for determining correct weights far surpasses their own.

**A Proposition:** Now, if these complainants are actuated by a determination to force the Memphis receivers to pay them for grain which was not received, we, of course, can do nothing along the usual lines, but would be compelled to seek redress through other channels; but if they are truly honest and sincere in their purpose, and desire to locate the cause of these discrepancies, if they are willing to admit that they are no more likely to be infallible than is the Memphis receiver, then we are prepared to offer them, in behalf of the Memphis grain dealers, the following proposition, viz:

At our expense, we invite them to select a committee, representative, or expert weighman, to come to Memphis, remain as long as they deem necessary, to examine the methods and weights of every plant doing business under the supervision of our bureau, it being distinctly understood that they shall have free access to each plant for as long a time as they may desire.

Then, if it should develop, as we are confident that it will, that the scales are correct, the methods satisfactory, the records properly kept, and the trouble cannot be located here, we would demand to have an expert examine the plants of the complainants.

In the opinion of your committee, a prompt agreement to this proposition is the only reparation that can be made by the aforesaid complainants.

All of which is respectfully submitted.

H. B. Andrews,  
W. P. Brown,  
J. B. Edgar,  
E. R. Gardner,  
Committee.

## GOVERNMENT DEPOSITS OF LITTLE HELP IN MOVING THE CROPS.

**Grain Dealers Journal:**—Personally it is my belief that the deposits made by the United States government in depository banks have had very little effect on the circulation of money necessary to move the crops, unless it can be construed that the government by depositing a large amount in New York, a small amount in Chicago and still smaller amounts in such places as Minneapolis, etc., has enabled the banks in these cities to assist in the crop movement by distributing the money thus received among the smaller banks in the sections where the crops are moving. Very truly yours, Jas. B. Forgan, President First National Bank, Chicago.

## TRANSFER EXCESS WHEN CARS ARE DANGEROUSLY OVERLOADED.

**Grain Dealers Journal:**—In regard to the custom of railroad companies in transferring the excess lading where grain is loaded above the marked capacity of the car:

As a general rule, grain is weighed only at destination. If we have reason to believe that the loading is in excess of 110 per cent of the marked capacity of the car, our practice is to have the car given special inspection by the Mechanical Department. If that Department pronounces it safe to run, it is allowed to go forward.

If the car is dangerously overloaded and unsafe to run, the excess is trans-

ferred to another car. We would not undertake to sell the excess. Yours truly, Geo. H. Crosby, Freight Traffic Mgr., C. B. & Q. R. R. Co., Chicago.

## A Real Reformer's Spell.

To the Grain Dealers Journal.  
Say, Mr. Editor, we've had "enuf" Of your bran new spelling "bluff." We "bot" your paper, read it "thru," Such funny words we never "nu." You tell of "eltrs," "frate," And other matters, small and "grate." Would like to see your "fotograf," Please send it me by "telegraf," "Altho" if you were "brot" before me, I'd hardly have the "hart" to score thee. Your good intentions are all "rite," "Tho" old time spelling's put to "fite." W. R. M.

## Asked— Answered

\*Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

## DISCOUNTING OFF GRADE HAY.

**Grain Dealers Journal:** Can the Journal give us details of the decision rendered by the supreme court in the suit of C. F. & G. W. Eddy against Horace Lamb, referred to on page 685 of Nov. 25 number?—The Early & Daniel Co., Cincinnati, O.

**Ans.**—Under an oral contract Horace Lamb shipped several hundred cars of hay from Imlay City, Mich., to C. F. & G. W. Eddy at Boston, Mass. The agreed price of \$10 per ton, f. o. b. Boston, was reduced by agreement later to \$9.20 per ton and later still to \$9.10. Shipments were made to defendant's order and plaintiffs paid all drafts and paid the freight.

In a number of instances the Boston inspection showed that the hay was not up to grade, and in such instances the hay was sold by plaintiffs to the best advantage and the amounts reported and credited to defendant, less a commission of 50 cents a ton. Freight charges were excessive in some instances and plaintiffs recovered from the railroad \$213 of excess charges.

In the circuit court a referee gave plaintiffs credits for a balance of \$8.55 on old account; for \$17,011.35 drafts paid; and for \$17,507.70 freights paid; and gave defendants credit for \$213.81 freights recovered and \$33,710.95 due on shipment on Boston inspection, as well as \$53.67 for car of hay burned in the Boston yards.

It was the duty of plaintiffs to report the fact that the hay was not up to grade. On this point the supreme court disagreed with the circuit court, the former finding that plaintiffs had so reported in only a few instances, while the supreme court found the buyers had so reported in many instances, according to the finding of the referee. If the referee passed upon the reports of off grading, the court had no right to go back of his report as it did and give defendants judgment for \$265.

If, after having been notified that the cars were missing grade and the price was cut defendants continued to ship without objection defendant must be held to have consented to the cut in price on account of its condition. The circuit court held there was no such consent, while the supreme court held there was acquiescence as to 83 cars and gave plaintiffs judgment for \$1,087 and interest.

# Crop Reports

## Canada.

Winnipeg, Man.—The estimated crop yield in Manitoba, Saskatchewan and Alberta is Wheat 5,013,544 acres at 12.9 bus. per acre, yield 64,675,000 bus.; oats, 2,373,030 acres at 34.3 bus. per acre, yield 81,395,000 bus.; barley 663,833 acres at 25.3 bus. per acre, yield 16,795,000 bus.; and flax, 105,050 acres at 10.2 bus. per acre yield 1,071,500 bus. Wheat marketed Nov. 15, 1907, was 29,840,000 bus. Inspected, 18,417 cars, or 19,700,000 bus.; in transit (not inspected) 1,800,000 bus., and at country points 8,540,000 bus. Oats marketed on Nov. 15 4,015,000 bus.; inspected 1,860 cars, 3,240,000 bus.; in transit (not inspected) 325,000 bus., and in store at country points 450,000 bus. Forty-eight per cent of the wheat crop graded No. 4 and under.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

## Illinois.

Secor, Ill.—Corn crop is good here, better than most places.—J. E. McLean.

Piasa, Ill.—The yield of corn is very disappointing here, average 20 bus. per acre; quality, fair; very little to ship as farmers will use the most of it.—J. T. Darnielle.

Indianapolis, Ind.—The corn in Vermilion county, Ill., is not in good condition for this time of year. Dealers are beginning to receive it, but it is not fit to shell and ship even now.—B. E. Minor.

## Indiana.

Cambridge City, Ind.—Growing wheat looking well, full acreage sown. Corn crop a disappointment to many, yield about 1/2 a crop and very soft and spongy; will possibly be in condition to market Jan. 15 if weather is favorable from now on.—J. S. Hazelrigg.

Indianapolis, Ind.—Until to-day (Dec. 2) the grading of corn has been very poor, not more than one car in 15 grading better than No. 4; but to-day shows a marked improvement, out of 71 cars inspected 3 graded No. 3, 58 No. 4 and 11 no grade.—B. E. Minor.

## Iowa.

Gowrie, Ia.—Husking has begun. Corn is yielding 36 bu. per acre. 30% of that is damaged by frost and it is soft and chaffy. The movement will be late into the Winter.—P. J. Harvey, Harvey Bros.

New Sharon, Ia.—Oats crop light, yield small, not over 1-3. Hay a good crop. Corn a good crop except cob is rather green, and some soft corn thru all. What wheat was raised is good.—W. K. Neill.

Alexander, Ia.—Oats was a light crop, and over 1/2 has been put on the market. Our corn was no good at all. There is not more than enough to last the farmers up to Jan. 1, 1908. I have never seen a poorer corn crop.—George Messelkeiser.

Abbott, Ia.—Corn, 15 to 40 bus. per acre; some is very poor, other a fair quality. I do not look for any new corn to be shipped on the market; if any is shipped it will be to other territory where they have no corn. We have some old corn left in this territory. Oats crop was good for this year, average about 25 to 30 bus., test 27 to 32 lbs. Farmers are not inclined to sell on this down market.—L. G. Gimer, mgr. Farmers Co-operative Eltr. Co.

Des Moines, Ia.—The final crop report for 1907 of the Iowa Grain Dealers Ass'n shows that on Dec. 1, 69 per cent of the marketable portion of last year's oats crop has left farmers hands, compared with 68 same date last year; 40 per cent of the corn is soft and chaffy, 30 per cent will grade No. 3 by Jan. 1. There is a large demand for corn to be shipped into Districts Nos. 2 and 3. The yields per acre and the total crop have been: Wheat, spring, 2.1 and 3,889,000 bus.; winter, 18.6 and 1,637,000 bus.; corn, 30.6 and 249,584,000 bus.; oats, 24.2 and 103,027,000 bus.; barley, 25.3 and 9,822,000 bus.; rye, 17.5 and 861,000 bus.; and flaxseed, 9.4 bu. per acre, and total yield 326,000 bus.—Geo. A. Wells, Secy.

## Kansas.

Phillipsburg, Kan.—Corn almost a total failure in this territory. Wheat yield light, quality good, 75% marketed, before this financial sensation.—McIlvain Grain & Coal Co.

Topeka, Kan.—In its last crop report of

the year issued Dec. 3 the Kansas Board of Agrl. summarizes the crops of 1907 as 74,155,000 bus. of winter and spring wheat, 145,288,000 of corn, 14,104,000 of oats, 353,000 of rye and 3,379,000 of barley. Minor crops were 8,000 bus. of buckwheat, 337,000 bus. of flaxseed, 12,000,000 lbs. of broomcorn. The acreage sown to winter wheat is probably less than last year, which was 7,051,000 acres. Seventy-seven counties report the same or greater areas in wheat, the highest percentages of increases being for the entire state is 95.9, or 2.2 points higher than at any similar time in the past five years. The condition was 93.7 in 1906, 80.4 in 1905, 88 in 1904, and 90.6 in 1903.—F. D. Coburn, Secy.

## Kentucky.

Frankfort, Ky.—The wheat crop was put in, generally, in good condition. The corn land sown to wheat was grassy with some weeds, but with good weather for working the land a good seed bed was secured. Considering the late and unfavorable weather during the spring and early summer the corn crop has done remarkably well: the estimate being 94 per cent of last year's crop. The estimated acreage seeded to wheat is 91 per cent of last year, but the excellent condition in which the land was prepared before seeding ought to make up for the loss in acreage. The acreage sown to winter oats is 90, rye 97 and barley 100 per cent.—Herbert Vreeland, Commissioner of Agrl.

## Michigan.

Lansing, Mich.—The condition of wheat on Dec. 1 was 83 and of rye 86 per cent. The estimated total number of bus. of wheat marketed in the four months, August-November is 3,000,000. Ninety mills, elevators and grain dealers report no wheat marketed in November.—Geo. A. Prescott, Secy. of State.

## Nebraska.

Overton, Neb.—The grain business here is very slow on account of the destructive hail storm we had south of town in July. Grain is of good quality but scarce.—J. H. Swallow, agt. T. B. Hord Grain Co.

Monowi, Neb.—Grain crops were light this year in this locality. Corn averaging about 25 bus. per car, oats 30 bus., spring wheat 5 bus. and winter wheat 15 bus. per acre.—C. E. Brownlee, agt. Trans-Miss. Grain Co.

## North Dakota.

Ross, N. D.—Fully 60 per cent of the crop has been marketed in this locality.—J. N. Campbell.

McHenry, N. D.—Grain is almost all marketed here, as the crops were not good on account of the hail.—S. J. Patterson, agt. Monarch Eltr. Co.

Pickett Sliding, Bladon, P. O., N. D.—Wheat has started to come in again since money has loosened up.—J. C. Walters, agt. Amenla Eltr. Co.

McVile, N. D.—Weather has been ideal the past four weeks for threshing, with the result that most grain is now in the granaries and part marketed.—Case Eltr. Co.

Crystal, N. D.—The coarse grains are about all marketed in this vicinity, but there is more than 1/2 of the wheat crop to be marketed.—Bert Coleman, mgr. National Eltr. Co.

Souris, N. D.—Our 1907 crop yield was greatly over-estimated by these so-called experts, early in the season. Wheat in this territory yielded 7 bus.; flax 5 bus. Barley, 12 bus. and oats 15 bus.—E. Nelson Co.

Calio, N. D.—Crops are poor in this locality. Wheat averages about 8 bus. per acre, flaxseed 5 bus. and barley 10 bus. Frost did heavy damage to all grains and the quality is poor.—F. C. Meyer, agt. Northland Eltr. Co.

Clement, N. D.—The grain was coming in at the start of the threshing and up to a couple of weeks ago, when the prices took a drop and now it is very quiet. A fairly good crop has been raised here and of good quality.—Albert H. Nelson.

Salies, N. D.—The grain marketed is about as follows, no oats for sale, barley 90% in, flax 93% and wheat 70%. The average grade in this locality is No. 3 and 4. The weather is of the best for this time of the year.—F. A. Plummer, agt. Imperial Eltr. Co.

Clyde, N. D.—The average yield in this neighborhood is about 8 bus. per acre and

very poor sample, grading from No. 2 northern to rejected. Barley is a very poor crop. Oats will be more scarce this year than ever. The flax yields from 3 bus. per acre to 10.—B. R. Harrington.

Ray, N. D.—Grain about 2-3 marketed so far, 25% of the wheat grades No. 1. A good per cent of the wheat and flax was frosted. The fall work is about completed; very dry here which has delayed the plowing. We had a very good crop, flax yielded about 8 bus. to the acre, wheat 12 bus.; oats 40 bus. and barley about 25 bus. Barley will not grade better than No. 5.—J. E. Helms, mgr. Ray Eltr. Co.

## Ohio.

West Milton, O.—Not over 10 per cent of old wheat in farmers hands, growing wheat very late and small but weather is good. Corn, very green and heavy; will not try shipping it till after the holidays. Oats 1-3 of a crop and poor quality, no clover seed.—Henderson & Coppock.

Columbus, O.—The condition of wheat Dec. 1 was 80 per cent, damage by Hessian fly 1 per cent and by grub 0.66 per cent. The decline of 2 per cent in the condition of wheat is due principally to late seeding. Corn made an average yield of 34.7 bus. almost 9 bus. per acre less than last year. The total production for the state is estimated at 102,284,045 bus., being approximately 25,400,000 short of the harvest of 1906. The quality of the crop is far below an average, the correspondents generally noting the fact that a large percentage is soft and unmarketable.—Ohio Dept. of Agrl.

## Oklahoma.

Salt Fork, Okla.—The wheat crop was poor in this part of Okla., as the green bug was bad. The corn crop is about 1/2 a crop. The wheat making from 2 to 15 bus. per acre.—L. L. Lanter, foreman Blackwell Mill & Eltr. Co.

## Washington.

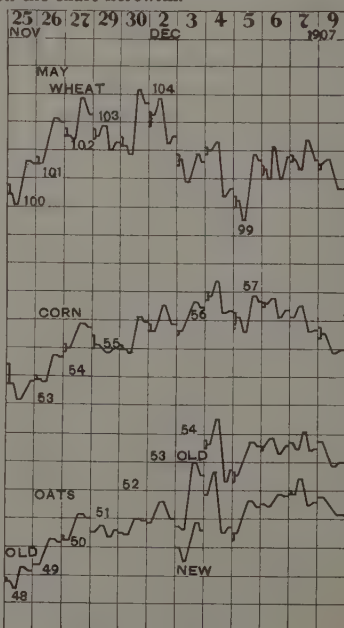
Spokane, Wash.—The wheat crop of Whitman county is conservatively estimated to aggregate 3,250,000 bus., or more than 2,000,000 bus. more than the crop of any other county in the state.

## Government Crop Report.

Washington, D. C., Dec. 9.—The acreage of winter wheat is reported by the government as 31,069,000, or 596,000 less than in 1906. The condition on Dec. 1 was 91.1;

# Chicago Prices

The opening, high, low and closing quotations on wheat, corn and old and new style oats for the May delivery at Chicago for two weeks prior to Dec. 10 are given on the chart herewith.





against 94 a year ago. The acreage of winter rye is reported at 2,015,000 or 45,000 less than last year, and its condition at 91.4, against 96.2 a year ago.

## Argentine's Wheat Crop.

Chicago, Ill.—We have received a Thanksgiving day message from our crop expert, Geo. M. LeCount, dated at Sastre, a town in the heart of the Santa Fe Province, which is the second largest wheat producing district in Argentine. The message reads as follows:

"Harvesting here. Crop much above the average, and of superior quality. Weather is perfect."

Mr. LeCount reached Buenos Aires about a week ago, and cabled us upon his arrival that it was reported there that the Argentine crop this year would be very much above the average. He then proceeded north through the wheat fields of Santa Fe Province, to Sastre, which is about 300 miles north of Buenos Aires, and not far distant from the border line between Santa Fe and Cordoba Provinces. The wheat growing district does not extend much farther north than Sastre, and it is around this territory that the harvesting first commences. The amount of wheat harvested in November is small, and confined to the north part of Santa Fe and Cordoba Provinces, but December and January are the two big harvesting months, and within the next sixty days practically the entire wheat crop of Argentine will be garnered. Mr. LeCount will follow the harvesting southward, and we expect to hear from him at frequent intervals.

The wheat crop of 1906-7 was close to 156 million bus. This crop was raised from an acreage of 14,060,000 acres, and of this practically one-fourth, or 3,616,000 acres, lay within the Provinces of Santa Fe, Cordoba, comes third with an acreage of 3,613,000.

The population of Argentine in 1905 was 5,410,000 and has not materially increased since. The home consumption of wheat does not exceed 60,000,000 bus. The export for 1907 amounted to approximately 106,000,000 bu. The estimated area sown in wheat this year is 15,000,000 acres, and the average yield per acre about 12.84 bushels, from which it is estimated, if the weather continues favorable for the next sixty days and the crop is as reported above the average, the yield this year will be approximately 190,000,000 bus., which will leave an exportable surplus of 140,000,000 bus., practically all of which will find its way to European markets. One should bear in mind, however, that much depends upon the weather during the next 30 to 60 days.—Finley Barrell & Co.

## Grain Used in Manufacture of Distilled Spirits.

At a recent meeting of Ohio grain men Henry L. Goemann called attention to the grain dealers erroneous impression as to the amount of grain used in the manufacture of distilled spirits. Investigation proves it to be much smaller than is generally supposed. The annual reports of the Commissioner of Internal Revenue for the four last fiscal years show the exact amounts of the different grains used to be as follows:

Illinois distillers use more grain than those of any other state. During the last fiscal year they used 9,003,868 bus. Kentucky used 6,551,093; Indiana 4,644,872; Ohio 2,653,555; Pennsylvania 2,156,713 and Maryland 1,400,254.

Molasses is used very extensively in five states. Michigan distillers led last year by using 6,781,978 gallons. New York was a close second with 6,187,836, then came Louisiana with 5,219,675; California with 2,027,840 and Massachusetts with 2,024,333.

The average yield per bushel of grain was 4.48 + gallons of spirits, while the average yield per gallon of molasses was .562 + of a gallon of spirits.

## Supply Trade

I have all of the elevator building and repair work I can do near home.—G. H. Birchard, Lincoln, Neb.

Chas. A. Tappan has succeeded the Capital Construction Co. as representative of the B. S. Constant Co. in Oklahoma City, Okla.

Skilling & Richards Mfg. Co. report that in spite of so-called financial depression business keeps increasing and their entire force of regular employes have been kept hard at work to keep up with orders.

The B. S. Constant Co. reports a good year's business. The company has recently purchased a well equipped machine shop and expects otherwise to improve its property to accommodate a rapidly growing business.

The business outlook at the present time is much better than a few weeks ago; we have had plenty of orders, and have taken some good contracts since the money matters took such a decided turn.—The Philip Smith Mfg. Co.

The Strong-Scott Mfg. Co. recently sold a Richardson Automatic Scale to the Washburn-Crosby Co., said to be the largest automatic scale ever made. It has a capacity of 1,200 bus. per hour.

The N. P. Bowsher Co. is running full capacity all the time. The company has recently overhauled its dust collector system and has otherwise improved its facilities for taking prompt and efficient care of the big trade it anticipates in 1908.

On a recent trip to Europe, Pres. Baker of the Foos Gas Engine Co. became interested in a generator which is the invention of a noted Belgian engineer, and since his return the company has been experimenting with it.

While business has continually been active with us we have noticed a great increase during the last week. Orders are coming in faster, and conditions indicate generally that a more confidential basis has been reached.—Weller Mfg. Co.

Owing to the recent death of D. R. Sparks, president of the Millers' Mutual Fire Insurance Ass'n of Illinois, his son, Hosea B. Sparks, was elected by the directors to fill the vacancy on the board. George Postel was elected president and Thos. Koenigsmark vice-president.

The Howe grain sample envelope, which has been used by grain dealers for twenty years, continues to give satisfaction because it is non-sifting, easily closed and secure when closed. It is manufactured in four styles, ten sizes of each style. Style A is made of pure jute manila; style B the same as style A, with a blue inside lining especially adapted for flour and small seeds. Style C is made of extra strong rope manila and style D of blue cloth lined paper with blue lining. The latter is for export samples and is a very durable but rather expensive envelope.

The United States Moisture Tester is the subject of a neat catalog just issued

by the Hess Warming & Ventilating Co., describing in full its new moisture tester recorded and illustrated in the November 25 issue of the Grain Dealers Journal. The Necessity of Testing; Hess Driers; Torsion Laboratory Scale; Directions for Testing the Moisture in Corn and other subjects are lucidly discussed in an interesting manner. The catalog contains several illustrations. Our readers may secure same by written application.

The first of the season's greetings has been received from the Invincible Grain Cleaner Co. It says: "We extend our greeting and wish all our friends and patrons a Merry Christmas and happy and prosperous New Year. We also wish to thank them for the business with which they have favored us during the past year, and express to them the satisfaction it has given us to fill their orders for the most approved and up to date machines on the market. It will be our aim during 1908 to improve the qualities of our machines and to adopt any improvement that will enhance the efficiency of the Invincible line."

## Grain Trade News.

[Continued from page 745.]

been considerable grain loaded out that was put in temporarily. The opinion prevails that prices are about as high as they will go and it is best to accept the ruling values rather than pay storage and assume further risk of declines.

Receivers report that their receipts are confined to small limits and that they expect them to continue so until after the holidays, when a free movement is predicted. The arrivals have thinned down to such narrow limits that part of the receiving section are seriously considering the speculating side of the market more carefully than heretofore, to kill time.

"There has been a little better demand from the east for oats the past week, and there is also a good inquiry for prices on any grain. Receipts are light which makes it impossible to quote prices with any degree of accuracy. There has been an abundance of eastern cars for shipment, and the slack movement has undoubtedly had the effect of clearing up the first heavy movement. Stocks in the east are very low. The money situation is clearing up which will help the movement considerable."

October, the banner month of the year, bravely upheld the average of receipts and shipments this season. Always the heaviest month of the crop it was no exception this year. Shipments were about in the usual proportion and reached the standard set by previous years. Allowing for the fact that this year's crop is not as large as the preceding one, and the total quantity received would indicate that a greater quantity has been marketed to date than was the case last year; probably one-half.

Barley prices, despite the fact that receipts have been small, still cling around the same level reached the past week. What little has been coming in being disposed of at late prices, and the needs of buyers appear to be well supplied. The large "to arrive" sales made for delivery during this month and January, is now having its effect; consequently there is no overbidding indulged in. The eastern demand for barley is slowly working its way back to the old stand, and with more life to the demand for shipment by water, indications are brighter.—Slits.

Fiscal Year ended

	June 30.	Malt.	Wheat.	Barley.	Rye.
1906..	3,758,555	11,366	2,170	5,595,566	
1905..	3,798,578	12,481	9,874	5,489,028	
1904..	3,454,778	23,915	3,972	5,023,332	
1903..	3,754,085	32,197	3,378	5,873,226	

	Corn.	Oats.	Mill feed.	Total.
20,001,975	16,925	1,359	29,387,916	
20,592,504	18,898	1,462	29,922,825	
19,149,413	25,161	1,293	27,682,464	
20,597,594	31,235	1,924	30,293,639	

## How to Prepare Cars for Grain.

By H. A. FOSS, CHICAGO BOARD OF TRADE  
WEIGHMASTER.

Cars should be prepared for grain in such a way as to prevent, if possible, any leakage in transit and to prevent rain or snow from reaching the grain.

There are three causes for the leakage of grain in transit, as follows:

First: Defective car equipment.

Second: Rough handling of equipment by railroads.

Third: Carelessness on the part of the loader.

The first two causes are beyond the control of the individual shipper, but the last named cause can be practically eliminated, if the proper effort is made by the loader.

Shortage due to leakage in transit causes all interested much concern. Shipper, receiver, line of transportation, and terminal weighmaster all suffer directly or indirectly. Therefore, all should do

spikes, as spikes cause the mutilation of the door when opened at the unloading point.

Single boards should be used for the top of the grain door, in order that one or more boards may be knocked off by the grain inspector without loosening others and causing leakage. The jarring and jolting of cars in switching will level the grain in them; therefore, the doors and windows should be boarded above the leveling point.

Next in importance are the sheathings. Both the side and end sheathings should be examined, after the cars are loaded, and any that are loose or bulged should be securely nailed. The rocking of the car in rounding curves will surely spring weak sheathings and allow the escape of grain, which the linings will not prevent. Leakages at sheathings are not readily detected unless the cars are in motion.

Leaks due to defective door and end-posts are liable to be serious. Therefore,

a careful examination of them should be made before loading. Where there is any evidence of weakness in these posts the inside of the car at these points should be lined with burlap or cloth in such a manner as to prevent leakage should they give away.

End doors which extend to the floor are a source of many leaks and should therefore receive a careful examination, and if coopering be necessary it should be on the inside of the car. A grain door set on end will afford good protection. Always lock or cleat the end windows on the inside, and do not neglect to board them high enough.

In referring to end windows when preparing cars for grain, Mr. R. C. Richards, claim agent for the Chicago and Northwestern Railway Company, writes: "When you load cars, fasten the end doors inside with a cleat, since it is through these doors that robberies occur. That is the reason we want them cleated before loading a car with grain."

The linings of cars should also receive careful attention on the part of the loader, as grain lodging behind them frequently amounts to several hundred pounds, and, where it lodges in pockets, is often lost to the shipper. A careful cooper will pay particular attention to this point.

In addition to the above, special attention is directed to the floors, more particularly when small grains such as flaxseed, rye, and wheat are to be loaded.

Aside from repairing large defects in a car to be loaded with bulk grain, any shipper can secure the best insurance against leakage at the least expense by lining the cars to be loaded as they are frequently and most successfully lined for flaxseed. The cost of preparing a car in this manner varies from fifteen to thirty cents for material according to its condition.

Under no circumstances should old, decrepit cars be used for flaxseed or other small seeds.

When a suitable car with a tight floor has been chosen for flaxseed, sweep it thoroughly, as grain and dust will add to the percentage of dirt, to be deducted later by the Flax Inspector. Then provide the floor, tight though it may be, with extra coverings of cloth over the kingbolts; these are imperative in a car to be



The use of cheese cloth is effective in preventing the leakage of grain that might otherwise be caused by loose or defective sheathings. To prepare muslin for such purposes, tear the cloth into strips of from 6 to 8 inches wide; then fasten the end of one of the strips to the car, in the opening caused by the loose sheathings, and roll the cloth as shown above.

their part towards eliminating this constant source of contention.

The points to be inspected in a car, arranged in order of their greatest importance as determined by leakage statistics, are as follows: First, the grain doors; second, the sheathings; third, door-posts and end-posts; fourth, end doors and windows; fifth, linings, and sixth, floors.

Be sure that your grain doors are strong enough. A safe plan is to make them stronger than you deem necessary. They should be well braced, and all braces should be nailed to each and every board. It is poor economy to scant this bracing. Where a vertical center brace is used put a cleat on the floor at the bottom, if possible. The best and safest door we know of is made by placing two ordinary grain doors with the flat sides together. The object in placing the flat sides together is to prevent grain from lodging between them. Under no circumstances should a door too short for the opening be used. Spliced grain doors are most unsatisfactory and uncertain.

Patent doors, having effective lugs at the bottom and other proper fastenings, should not be nailed to the door posts. When nailing is necessary never use



Then carefully stuff the cheese cloth between the sheathings and the side sill, as here shown; when this is done the loose sheathings should be securely nailed to the side sill.  
Courtesy Chicago Board of Trade Weighing Dept.



used for flaxseed. Also fasten a strip of muslin (cheese cloth) or burlap to the permanent lining at each end of the car, extending it about six to ten inches out upon the floor for the entire width of the car. The flooring over the draw-bar should receive special attention when putting on this protection, for the reason that the strain here is liable to spring the end sheathings, thus causing leakage.

Keep in mind that any leakage through the permanent end linings would make the muslin or burlap strips useless. Examine the floor where the side braces and posts pass through it, and if the joints there are not tight stuff the cracks with cotton and nail a piece of board or lath over the cotton. In this connection do not fail to examine new cars carefully, lest there be cracks or openings in them.

Finally, nail strips of muslin or burlap on the door posts as high as the door is to be boarded. Then fasten the grain door securely by nailing. A still better method is to fasten the muslin or burlap to the grain door. A safe plan is to line the entire door on the inside with muslin. In fastening the muslin about the grain door be sure and have it loose, to permit the door to bulge and give without tearing the muslin; similarly the muslin linings at the ends of the car should also be loose. Laths or strips of wood should be used in fastening this muslin to the car for the reason that it is liable to tear if it is secured by nails only. Only good, strong grain doors should be used.

Kansas had 45,572 acres in flax in 1907, the smallest area of this seed since 1878.

## Detroit, Today and Retrospectively

Could the civilization drawn Westward by the forces of Nature during the last three-quarters of a century be compared to a giant, it would be pertinent to say that in striding from the Atlantic shores to the Golden Gate this giant left an imposing foot print in the grain business of Detroit. That is, its one time pre-eminence as an exporting and speculating center, where 30,000,000 bushels of wheat was handled annually is now a matter of record and memory. The foot print is there but the giant has moved on.

It should not be inferred from this that Detroit is no longer a factor in the grain trade of this country; but that the great state of Michigan has quit raising grain and begun feeding stock is unquestioned, thus transforming it from producer to consumer. Such has been the evolution of its grain business and Detroit in spite of its natural advantages has become less important as a grain center during the last 25 years.

Detroit is an important gateway to Canada which buys large quantities of corn upon which there is no duty, and some oats. Seven public and private elevators with a combined capacity of 7,000,000 bus. are required to handle this and other grain, which is transferred thru them before it is locally distributed, exported to Canada or loaded for eastern delivery. Its weighing and inspection is under the supervision of the Board of Trade and very little if any complaint is heard concerning the work of said department.

Every elevator is under the jurisdiction

of the Board and sworn weighers are stationed at each. The secretary issues weight certificates stamped with the Board of Trade seal and stands behind all weighing and inspection. A moisture testing apparatus is being installed and the department is in line generally with inspection methods of much larger markets.

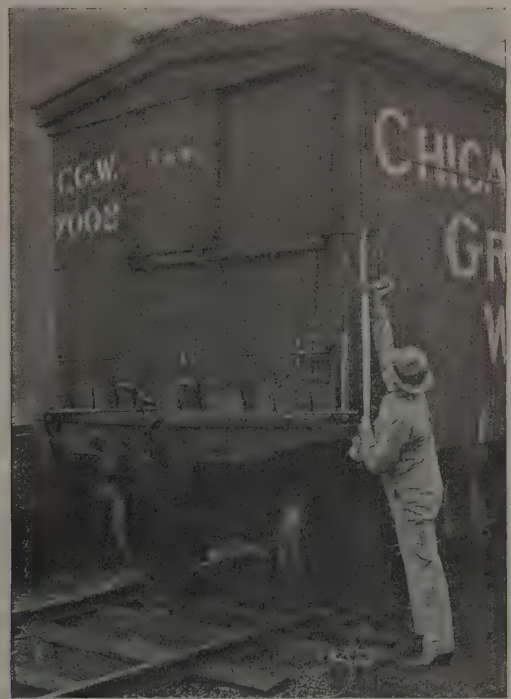
## Purchaser Can Not Be Compelled to Accept Government Grades.

The desirability of uniform standards is the chief argument in favor of the substitution of one Federal for the many existing State inspection systems. A universally accepted classification of grain cannot be established by the ipse dixit of Congress, however. The metric system of weights and measures was legalized many years ago by Congress, and coal and beef are still bought and sold by avoirdupois weight, cloth by the yard and lumber by board feet. Every exchange has its own grades and no purchaser can be compelled to accept a bushel of wheat with a Government O. K. on it as legal tender for the kind of grain he thinks he ought to get for his money.—Philadelphia Record.

Dealers in the east and south are without supplies. This means a good shipping demand throughout the winter. Larger receipts may tend to hold the market in check for the present, even causing temporary decline, but ultimately a much higher range of prices will be established.—E. W. Wagner.



To stop leakage of grain caused by loose end sheathings, prepare a piece of muslin as illustrated on page 12; then stuff the muslin in the opening between the end sheathings and the end sill, as shown above. This method of stopping leakage is an effective one. The use of wedges, on the other hand, as also shown above, is of little value. The most effective method of preventing entirely any leakage at these points, is by the use of a cloth protection on the inside of each car.



An effective method of stopping the leakage of grain caused by bulged and spread sheathings.

The judicious use of a little cheese cloth or gunny sacking before loading a car will go a long way towards eliminating the leakage of grain in transit, and the resultant ill-feeling.

Courtesy Chicago Board of Trade Weighing Dept.

## Relation of the Board of Trade to the Country Dealer.

By HARVEY S. WILLIAMS.

The financial disturbance, from the effects of which we are now suffering, has led to a renewal of the agitation for the abolition of speculation and all future trading in grain, and Congressman Hepburn has declared his intention of introducing a bill for that purpose in the present Congress. I believe such a law would not only work disaster to the cash grain trade, but a severe hardship to the entire country, and result in lower prices being paid to farmers and higher prices charged to consumers.

The live stock trade furnishes a very striking example of the probable results of such action. Stock growers have been helpless before the packers trust and have endeavored for years to devise some methods of escaping their power, while in the meantime meat prices to the consumer have steadily advanced. A grain trust composed of millers and terminal elevator interests could put the grain producer in the same position as his brother in the live stock industry.

While the majority of the country grain dealers understand the absolute necessity of a central market in which the buyers and sellers of the world may come together and establish equitable prices based upon supply and demand, there is, I find, a strong prejudice and distrust in the minds of a great many of the Chicago Board of Trade and similar organizations. This is due, I believe, to an imperfect understanding of the methods by which and principals on which business on such exchanges is conducted.

In the first place it is necessary clearly to distinguish the difference between a regular exchange and a bucket shop, and to realize that aside from the blackboard quotations, they have absolutely nothing in common. The members of a regular exchange come together in the capacity of brokers or agents representing buyers and sellers in every section of the world and work for the best interest of their clients. The trades made between these brokers establish the values of the commodities both for immediate and future delivery, which values, in the form of quotations, are used as the basis of grain trading all over the country.

The bucket shop, on the other hand, is an individual or syndicate, who takes these quotations established by actual transactions, and merely bets his cus-

tomers that he cannot guess which way they will move, up or down. Each order sent to a member of an exchange for execution in this market, becomes a factor in establishing the value of that commodity, and an influence in the market; whereas when sent to a bucket shop, no trade is made and consequently it has no effect on values.

A large majority of the trades made on all exchanges are for future delivery, and it is this system of future trading which is the subject of so much discussion and legislation. Its present form is the result of long evolution from the primitive methods used fifty years ago in selling produce, when good or bad crops in various localities meant excessively high or low prices in those particular localities, whereas directly opposite conditions might prevail in other parts of the country.

Imagine, if you can, the absolute cessation of future trading in grain, and its effect throughout the entire trade from farmer to grocer. Without it and the possibility of hedging, millers, as well as the cash buyers in the sample market, would have to work upon a much wider margin of profit to provide against possible losses, and in the same way the country elevator man would have to protect himself by demanding a correspondingly greater margin in his purchases from the farmer. Under present methods grain is handled from the original producer to the final consumer on a basis that allows only a moderate profit to all the factors in the process because each can figure very closely on the world value of the article and hedge his transactions

in the open market, removing all risk of loss.

I realize that the system is not perfect, but each succeeding year witnesses changes in it, each working for equity, justice and economy in the business of handling grain. The Chicago Board of Trade has just passed a rule making No. 3 white oats deliverable on all contracts, at a penalty of 5c a bushel, while No. 3 corn has been deliverable on the same terms for sometime. This will eliminate the danger of honest hedging sales being "cornered" as was the case this fall, when there were practically no "standard" oats produced in the Central States. Also within the past year we have instituted an open market, or "call", where you may buy or sell in quantities to suit from 1,000 bushels upward, any grade of grain for any shipment you desire.

Co-operation and harmony between the country grain man and the Board of Trade commission man, with a frequent interchange of views and ideas will result in further improvement in methods, and, consequent economy in handling the crops of the country, so get in line and help it along. As I said in the beginning, I believe such a law as is proposed would be a great injustice to the grain trade and urge your co-operation in working against it.

Garlic is an impurity in wheat thruout northern Italy.

In tight times the farmer usually holds tight to his wheat.

Cement makes a rat-proof and damp-tight floor for cribs.



A Strong Car which never Leaked. No! Never!



Serious leakage of grain caused by loose sheathings is here shown. This loss could have been prevented by the use of cheese cloth, as shown on facing page. During the eight months of 1907, ending August 31st, 4,872 leaks at the sides of cars alone, were recorded by the Department of Weighing of the Chicago Board of Trade.

Courtesy Chicago Board of Trade Weighing Dept.



## McCumber's Inspection Bill.

Senator McCumber of North Dakota, the persistent champion of Federal inspection of Grain, has presented the following bill, which is said to have the endorsement of the President and the Secretary of Agriculture:

A BILL to provide for the inspection and grading of grain entering into interstate commerce, and to secure uniformity in standards and classification of grain, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture shall organize in the Bureau of Plant Industry of his Department a section of grain inspection and grading, and shall, according to the rules of the civil service, appoint such experts and other employees as may be deemed by him necessary to carry out the provisions of this Act.

Sec. 2. That said Secretary shall also appoint, in accordance with the rules of the civil service, each of the following cities, to-wit: Portland, Maine; Boston, New York, Philadelphia, Baltimore, Chicago, Minneapolis, Duluth, Superior, Kansas City, Missouri; Saint Louis, New Orleans, Seattle, Tacoma, and San Francisco, and at such other important centers of interstate trade and commerce in grain as he may consider necessary or proper for carrying out the provisions of this Act, one chief grain inspector and such assistants as may be required to inspect and grade grains as herein provided.

Sec. 3. That said inspectors shall be paid a salary or compensation to be fixed by the Secretary of Agriculture, which shall correspond as near as possible to salaries and compensations paid other officers or employees of the Government performing similar duties.

Sec. 4. That the Secretary of Agriculture shall make all needful rules and regulations governing the inspection and grading herein provided for.

Sec. 5. That said Secretary of Agriculture be, and he is hereby, authorized and required, as soon as may be after the enactment hereof, to determine and fix, according to such standards as he may provide, such classifications and grading of wheat, flax, corn, rye, oats, barley, and other grains as in his judgment the usages of trade may warrant and permit. In the inauguration of the work herein provided he may, if in his judgment the best interest of trade and commerce in said grains require it, adopt the standards of classification and grading now recognized by commercial usages or established by the laws of any State or by boards of trade or chambers of commerce, and may modify or change such classifications or grades from time to time as in his judgment shall be for the best interest of interstate and export grain trade.

Sec. 6. That when such standards are fixed and the classification and grades determined upon the same shall be made matter of permanent record in the Agricultural Department, and public notice thereof shall be given in such manner as the Secretary shall direct, and thereafter such classification and grades shall be known as the United States standard.

Sec. 7. That from and after thirty days after such classifications and grades have been determined upon and fixed, and duly placed on record as hereinafter provided, such classification and grading shall be taken and held to be the standard in all interstate commerce in grain.

Sec. 8. That it shall be the duty of any railroad company, steamship company, or other firm or corporation or private individual engaged in the transportation of grain destined to any State, Territory, or country other than that in which it is received for inspection, or received from any other State, Territory, or country than that to which it is consigned, to notify the chief grain inspector at the place of destination of any consignment of grain, within twenty-four hours after its arrival, that a shipment, cargo, or load of grain is in its, their, or his hands and the place of destination of said grain.

That it shall be unlawful for any person herein named to willfully unload or otherwise discharge any load, cargo, or consignment of grain which has been at any time during the period of its transit an article of interstate commerce and which has not been inspected in accordance with the provisions of this Act, until the same has been inspected as provided herein.

Upon the receipt of such notice the said chief inspector shall cause the said grain to be inspected and graded in accordance with the classification and standards fixed

by said Secretary, and to issue and deliver a certificate of inspection showing such grade and classification in such form as may be provided by rules prescribed by said Secretary.

Sec. 9. That it shall be the duty of said inspectors to inspect and grade all grain which at the time of inspecting and grading of the same has been shipped from any other State, Territory, or country than the State, Territory, or country in which the same is inspected, or is intended for shipment into any other State, Territory or foreign country before the same is unloaded from the car, vessel, or other vehicle in which the same was or is being transported, and to charge and collect from the owner thereof such fees for the inspection of said grain as may be fixed by the Secretary of Agriculture, who shall have the power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, and which charges shall be regulated in such manner as will, in the judgment of the Secretary of Agriculture, produce sufficient revenue only to meet the necessary expenses of the inspection service, said fees to be covered into the Treasury of the United States as miscellaneous receipts, in the same manner as for other miscellaneous receipts.

Sec. 10. That no inspector or deputy inspector of grain shall, during his term of service, be interested, directly or indirectly, in the handling, storing, shipping, purchasing, or selling of grain, nor shall he be in the employment of any person or corporation interested in the handling, storing, shipping, purchasing, or selling of grain.

Sec. 11. That any person interested in any consignment of grain inspected under the provisions of this Act may appeal from an inspection made by any assistant inspector to the chief inspector at the point where such grain is inspected, and from said chief inspector to the Secretary of Agriculture. Said Secretary shall make all needful rules and regulations to govern appeals.

Sec. 12. That when any grain which having been inspected and certificate of inspection issued hereunder is mixed with any other grain not inspected or with grain which has been inspected and certified at a different grade, the same shall not be shipped out of the State where such mixing is done without being reinspected and graded; any such person or corporation shipping such grain as aforesaid without reinspection shall be deemed guilty of a misdemeanor.

Sec. 13. That the shipment or consignment of any grain aforesaid from any of the places mentioned herein to another State or foreign country without the same being inspected and graded as herein provided is hereby prohibited; but where

grain has been once inspected hereunder, and remains unmixd with other grain, the same need not be reinspected at the place from which it is exported: Provided, however, That said Secretary may in his discretion reinspect any cargo of such grain before the same is exported.

Sec. 14. That it shall be the duty of the inspectors and assistants to investigate the handling and weighing of grain inspected by them, and to make such report thereon as the said Secretary may require; and it shall be the duty of every person or corporation weighing such grain to allow inspection of such weighing and handling by said inspectors.

Sec. 15. That any person or corporation who willfully does any act prohibited herein or who willfully refuses or neglects to do or perform the things required of him under the provisions of this Act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine in a sum not to exceed five thousand dollars, or by imprisonment not to exceed one year, or by both fine and imprisonment.

Sec. 16. That for salaries and for all other expenses in the city of Washington or elsewhere deemed necessary by the Secretary of Agriculture to carry out the provisions of this Act there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, eight hundred and fifty thousand dollars.

Sec. 17. That this Act shall take effect and be in force from and after the first day of January, nineteen hundred and nine.

## A Busy Elevator.

Eight years ago, when the Chicago, St. Paul, Minneapolis & Omaha branch of the Northwestern R. R. was built, a number of modern elevators were constructed along the line, one of them being for Bingham Bros. at Comfrey, Minn.

This elevator is equipped with a large receiving leg, distributor, Fairbanks dump scale and other machinery necessary to handle the grain raised by the industrious farmers in the Gopher state.

Last year the elevator took care of its share of 250,000 bus. of grain and would like to do the same this year, altho the indications are its business will be one-third less.

Joe Shoemaker is the agent for Bingham Bros. and has been very successful in his management.



Bingham Bros.' Elevator at Comfrey, Minn.

### Leaking Cars at Kansas City.

J. G. Goodwin, Chief Weighmaster of the Kansas City Board of Trade, reports that his department supervised the unloading of 57,250 cars of grain and the loading of 37,709 cars during the year ending Nov. 30, 1907.

Of the cars unloaded, 3,173 arrived leaking at grain doors, 15,572 leaking at various places, such as door post, draw head, floor and siding, and 13,255 arrived at the elevators unsealed.

In the preceding year 61,521 cars were received, 14,263 of these were leaking at miscellaneous places, 5,471 leaking at grain door and 8,602 were unsealed. Note the very large decrease in the number of cars leaking at grain door. The country shipper is coming to realize that the grain door proposition is up to him and giving it needed attention.

During the year the Department's scale expert inspected many country scales, found many of them out of condition and some of them weighing against the owner.

#### Country Scales Tested 1907.

4 Ton Fairbanks Wagon Scale, same is weighing O. K.

6 Ton scale not properly installed. Same had to be torn out and rebuilt and is now O. K.

500 bu. Howe Hopper was found to be leaking at rate of 40 lbs. or more to the load. Hopper did not clean, allowing grain to hold up.

400 bu. Howe Hopper Scale had roller lever out of place on bearing block in No. 2 corner. Bearing plate casting was broken on another corner. Levers to bring beam below were out of level and the even lever at the top lever was suspended from the floor above with a long rod, and this rod was fastened to the hopper to keep it from swinging. Same were all replaced and beam connected straight to the scale on scale floor.

4 Ton Howe Wagon Scale was weighing 6 lbs. per 1,000 quick. Same was resealed and is now O. K.

300 bu. hopper scale had to be torn up and reset on account of not being properly installed.

1,000 bu. Monarch Hopper Scale with a full capacity type registering beam below had the even levers that bring the beam below out of level, and would cause the loops of the levers to ride on the sides of the pivots which caused a difference of 520 lbs. quick. The only way to overcome this would be to put the beam upstairs. 2

P. P. scales O. K. and 2 quart grain testers now O. K.

8 ton 8x22 Howe Dump Scale 10 lbs. per 1,000 quick, now O. K.

4 ton 8x14 Howe Wagon Scale top poise 10 lbs. light, now O. K.

200 bu. Monarch Hopper Scale, beam below levers out of level, now O. K.

350 bu. Howe Hopper Scale beam below was 2 1/2 lbs. per 1,000 quick. Same is now O. K.

1,500 lb. Fairbanks Dormant Scale O. K.

3-600 lb. Fairbanks Flour Packers, O. K.

4-600 lb. Portable Platform Scales O. K.

No. 1 Scale Beam Below and hopper in cupola, extension lever out of level.

No. 2 Scale Beam below and hopper in cupola, extension lever and beam stand out of level.

No. 3 scale without load was level.

The above 3 scales were 500 bu. Fairbanks hoppers.

200 bu. Hopper scale had to have beam below leveled up.

8x22 Fairbanks Wagon Scale had to be rebuilt.

4 ton 8x14 Monarch Wagon Scale had to be rebuilt, the bed timbers had rotted out, and extension levers had to be rehung.

4 ton 8x14 Monarch Scale next above was rebuilt tested up and same is now O. K.

6 ton 8x20 Wagon Scale had to be rebuilt and repaired.

6 ton 8x14 H. N. Strait Wagon Scale tested up, now O. K.

4 ton Fairbanks Scale had to be rebuilt and end pivots in the long levers had been changed so they would not fit. These were replaced, scale tested and same is now O. K.

2-8x22 Fairbanks Wagon scales were tested and same are not O. K. 1 8x22 Fairbanks Wagon Scale, Columbia beam, was rebuilt, and 1 8x22 Fairbanks Wagon Scale, Compt beam, tested and extension leveled up.

600 bu. Fairbanks Hopper Scale was leveled up and adjusted.

4 Ton 8x14 Chicago Patent Wagon Scale tested O. K.

All the above scales were tested and left in first-class condition.

### A New Indiana Corn and Oats Elevator.

The recent burning of the elevator of Lyons, Esson & Light, at Brook, Ind., just at the beginning of the movement of new corn necessitated their quickly providing facilities for handling the coming crop. Accordingly Fred Friedline was called in and designed the plant illustrated herewith.

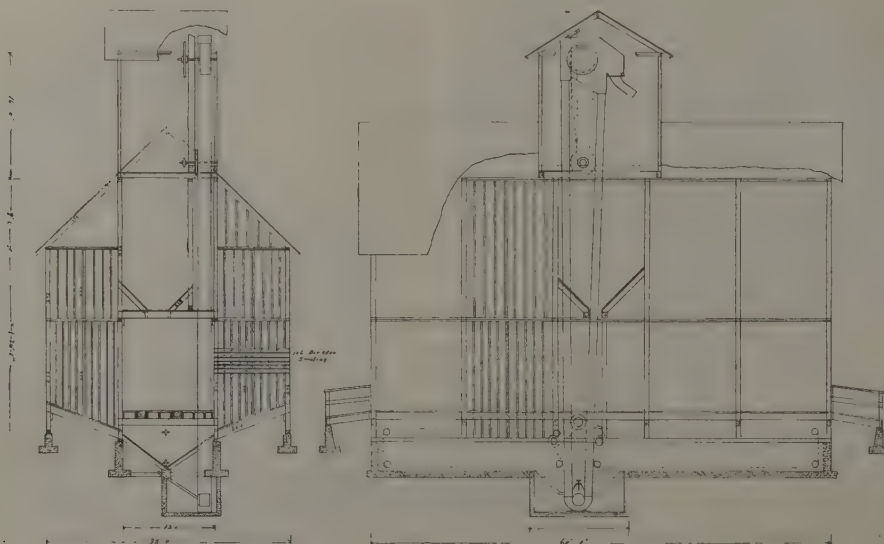
It is designed especially as an ear corn and oats storage elevator and is arranged to give circulation of air underneath as well as thru the corn bins. The foundation is of concrete, comprising of four walls 60 ft. long. The bottoms of corn bins being well off the ground to allow a free circulation of air.

The house contains ten ear corn bins 10x12, of 15,000 bus. capacity, heavily constructed, to be free from rods and other wooden braces. The corn bins slant toward the middle enough to permit the corn to be pushed out. No shoveling will be necessary. The outside is sheathed with 1x6 with bevel edges spaced one inch apart. This allows a free circulation of air and also prevents the rain and snow from blowing into the crib.

There are five oats bins over driveway, with 10,000 bus. capacity. One bin is hopped to provide for reloading of ear corn into wagons where it can be taken to the elevator for further disposal. The driveway being 12 ft. wide and 60 ft. long, is provided with two dumps. The dump hoppers are very large and will hold about 2,000 bus. of small grain. Total capacity of this elevator is 27,000 bus. of ear corn and oats.

The building's one leg equipped with 7x14 ear corn cups and two drags in the dumps, pulling corn to center of house where leg is located. The leg discharges to all bins thru spouts above.

The plan is designed so a sheller can be put in at any time with a cleaner in cupola and loading spout direct to railroad track. The drive for this will be taken from their other elevator about 200 ft. away, and transmitted by wire rope. They will have it ready for use by January 1.



Cross Section and Longitudinal Section of Elevator Being Built at Brook, Ind., for Lyons, Esson & Light.



## Opposed to Federal Inspection.

Fortunately for the grain trade, the latest effort of Senator McCumber of North Dakota to displace the Minnesota State Inspection Dept. is not to be passed unheeded by the grain exchanges of the country. The Chicago Board of Trade has declared against his proposition, as is shown by the resolution given below, and no doubt other exchanges will do likewise:

THE FOLLOWING PREAMBLE AND RESOLUTION WERE ADOPTED BY THE BOARD OF DIRECTORS OF THE BOARD OF TRADE OF THE CITY OF CHICAGO, AT ITS MEETING HELD DECEMBER 8, 1907:

WHEREAS, it is currently reported that a bill for the enactment of legislation for the purpose of establishing a uniform inspection of grain throughout the country under Federal control, will be introduced in the 60th Congress by Senator McCumber, and also a bill of the same character by Congressman Watson of Indiana; and

WHEREAS, Uniformity in rules governing the inspection of grain throughout the United States might be desirable and offer many attractive and apparently just and correct features from an academic standpoint, but which a long and wide experience and an unprejudiced judgment have proven wholly impracticable, for the following reasons:

First: That there are great variations in climatic conditions in different markets, which are centers of distribution for domestic consumption and for export.

Second: There are various widely differing varieties of the same kinds of grain produced in different sections of this country, and the distinct differences in quality and actual merit in the same variety

of grain produced, varying from the extreme north to the Gulf.

Third: That the construction and application of any uniform rules necessarily depend upon the judgment of the inspectors who may be appointed under this act, and that equality of construction and judgment are conceded to be practically impossible.

Fourth: That much of the dissatisfaction and irregularity arising from the handling of grain at distributing centers and at consuming points in this country and abroad is brought about largely from the marketing of immature, unseasoned, ill-conditioned and unclean grain. Therefore,

RESOLVED, That this Association is opposed to the proposed legislation, because the handling and inspection of grain under such a Federal law would be cumbersome and impracticable, and would prove to be inefficient in its actual workings and would be more likely to cause losses arising from the greater delays in the handling of grain than is experienced under the present systems, and further would entail in increased charges without proper compensating benefits, and therefore would be an additional tax on the producer.

The government grain committee has petitioned the authorities for the erection of a number of large grain elevators at different places in Sweden where the government could have supplies stored for years ahead.

It will not be long until alfalfa leaves and stems will be ground into a meal and alfalfa bread made from it. This bread will take the place of milk in a well balanced diet.—Dr. D. F. Luckey, state veterinarian, Columbia, Mo.

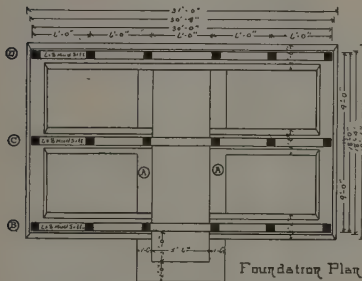
## New Elevator at South Sioux City Nebr.

Sioux City, Iowa, has an ambition to become a grain center and its commercial club is working to that end. Its advantageous location naturally has attracted line elevator men from interior points so that a number now make their headquarters in this enterprising market, and a new elevator has been completed in Sioux City, as well as the one across the river in South Sioux City, Nebr., the latter is for the Lake Crystal Distilling Co.

The plant is not large, but is designed to meet the peculiar needs of its owners. It is 18x30 feet with heavy concrete foundation, 2x4 cribbing being used. The house has but one leg, which is equipped with 8x5 inch cups, but can receive grain either from wagons or cars, car pit and wagon dump being placed on opposite sides of leg. The wagon scale is placed outside of elevator and a sixty bushel hopper scale in the basement, so that grain received from cars can be weighed before being elevated to either of the five hopper bottom bins.

In the cupola is a No. 2 eight inch Gerber distributing spout, which diverts the grain to bins or to the loading spout, which is placed at an angle that insures the loading of the largest cars to the roof without shoveling.

The plant was designed and built by the Younglove Construction Co.



Foundation Plan

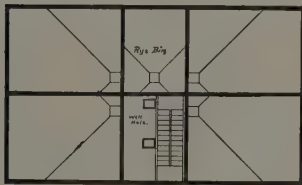
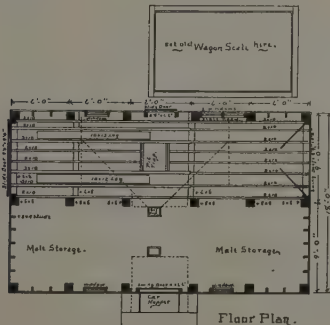
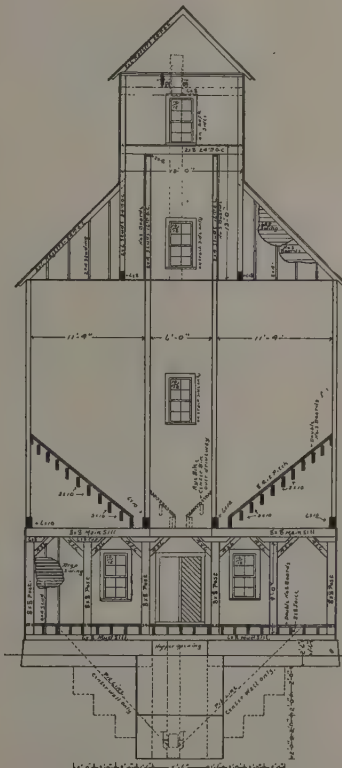


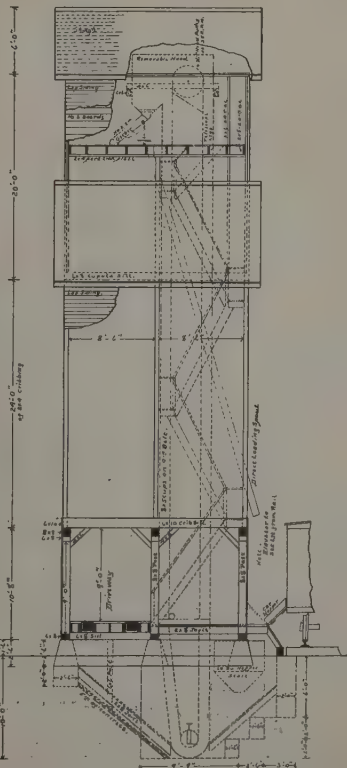
Plate Plan



Floor Plan



Track Elevation



End Elevation

Plans of New Elevator of Lake Crystal Distilling Co. at South Sioux City, Nebr.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The suit by the Brooks-Rauch Mill & Eltr. Co. against D. M. Venns and W. A. Stettler of Muskogee to recover \$784 damages on three cars of corn short in weight or not up to grade, has been settled.

Little Rock, Ark.—The warehouse of the Hayes-Shofner Grain Co. was damaged Dec. 1 by fire to the extent of \$3,500; insurance, \$2,500. The fire was discovered at 4 o'clock but was not extinguished until 8 o'clock. Nearly the entire stock of feed was destroyed.

Fort Smith, Ark.—Resolutions of protest against the parcels post as advocated by the Postmaster General have been adopted by the Commercial Club, which expresses itself as unalterably opposed to a parcels post so long as the Post Office Dept. shows a deficit.

Little Rock, Ark.—The grain committee of the Little Rock Board of Trade on Nov. 30 adopted the report of the subcommittee that official weights be inaugurated. It was decided to employ a chief weigher to weigh all grain and issue certificates of weight. Rules will be adopted defining terms of shipment.

## CALIFORNIA.

Sacramento, Cal.—Many petty thefts from the wharf of the Sacramento Transportation Co. led to the detection of James Driscoll in the act of stealing sacks of wheat.

Stockton, Cal.—Captain James Webb Smith, a grain expert for G. W. McNear of San Francisco, died at his home Nov. 27, at the age of 78 years. He was injured 3 years ago in a bicycle collision, fracturing the bones of one of his limbs near the hip joint. The shock affected his heart and owing to old age the accident hastened his death. He leaves a widow and two daughters.

## CANADA.

Lethbridge, Alta.—The Taylor Milling & Eltr. Co., incorporated.

Cartwright, Man.—The Cartwright Grain Co. has begun business.

Winnipeg, Man.—It is said that the placing of \$10,000,000 with western banks by Hon. W. S. Fielding, minister of finance, has aided in the movement of grain.

Winnipeg, Man.—Bruce McBean & Co. closed their trades on the Grain Exchange Nov. 27 on account of the financial stringency, and will resume when the situation has improved.

Toronto, Ont.—The Board of Trade has requested the inspector to designate feed wheat as No. 1 feed wheat, to distinguish it from the ungraded feed wheat offered by farmers in the west.

Winnipeg, Man.—In compliance with the request of the Grain Growers' Ass'n the Canadian Pacific Ry. has reduced the rates on oats, barley, rye and spelts to the level of the wheat rate to Fort William.

Montreal, Que.—The Montreal Warehousing Co. elevated direct to ocean

steamships thru its Windmill Point Eltr. over 9,000,000 bus. of grain from May 1 to Dec. 1. Besides this the company floated to steamer 7,000,000 bus.

Morristown, Ont.—Dried brewers grain stored in Wallace & Cooper's eltr. caught fire and the entire contents, consisting of 5 car loads, were destroyed. To save the building the grain was shoveled out. Loss, \$2,000; insured.

Wood Bay, Man.—The eltr. of the Smith Grain Co., of Winnipeg, was burned Dec. 2. The eltr. was valued at \$6,000. It contained only 200 bus. of grain. The fire is thought to have been started from a heated pulley in the cupola.

## CHICAGO.

The directors of the Board of Trade are buying a few memberships at \$2,000, the low price of the year.

The first car of new No. 2 yellow corn was received Dec. 5 over the Wabash road and was bot by the Quaker Oats Co. at 58½ cents.

Thos. G. N. Butler, for eight years a state grain inspector, and for 20 years active in state politics, died Dec. 3, in North Carolina.

Farmers are not accepting present prices for corn. There is a general feeling among them that prices are going higher.—Nye & Jenks Grain Co.

We are paying all drafts and will be glad to have more of them if they are drawn leaving a reasonable margin for off grade grain.—Rogers Grain Co.

Robert A. Fry, a grain trader, who has been active on the Board since he came from Bloomington a year ago, died Dec. 6 after an operation for appendicitis.

William L. Gregson, who is well known in the trade here and who was formerly in the packing business, will be associated hereafter with W. P. Anderson & Co.

Deliveries of wheat on future contracts early in December were much lighter than many expected, and alarm over the difficulty of financing the grain promptly subsided.

The crops are short in the West. Barley in the Northwest is out of the farmers' hands. Oats are also out of first hands. Am not advising country dealers to hold grain.—Fred Austin of Crichton & Co.

Barley has shown a steady recovery during the past week from the depression of late October. Prices now are over 20 cents per bushel higher for the cash grain and future deliveries equally strong.

The discount on December wheat which was 9½ cents at the close Nov. 8, the widest on the crop, narrowed steadily as the financial situation eased until last week, when December sold close to 6 cents under May.

E. M. Higgins, formerly vice pres. of the Armour Grain Co., has applied for membership in the Board of Trade and will take over the membership of his father, George W. Higgins. The latter

was one of the oldest members of the board.

Posting of the Minneapolis continuous grain quotations on the Board has been discontinued, the Minneapolis Chamber having decided not to bear any part of the expense of telegraphing the Minneapolis prices to any of the outside markets.

Rules on carload weights were amended recently by a vote of the members of the Board to make a carload 1,500 bus. for oats; 1,000 bus. for wheat, corn, rye and barley; 650 bus. for flaxseed and 36,000 lbs. for timothy, hungarian, millet and clover seed.

Prices for cash grain have reached a level that will pay out on grain bought on the high prices prevailing during October before the tight money situation developed. This looks like a good opportunity for country eltrs. to clean out any old stocks they may have on hand.—Fred. D. Stevers.

Application for membership in the Board of Trade has been made by Peyton T. Carr and Nathan J. Miller. Application for transfer of membership in the Board of Trade has been made by John J. Bryant, Abraham P. Miller, Ernst Markwald, William McCord and George P. Guerin.

A plan whereby an insurance can be incorporated with membership in the Board of Trade is being worked out by the special committee of the Board appointed by the directors. Methods of insuring members of other exchanges have been studied and progress has been made toward strengthening the Board of Trade Mutual Benefit Ass'n.

Erastus Bostwick Baldwin, formerly a director of the Board of Trade, died suddenly Nov. 30 at his home, at the age of 80 years. He had been in the grain business in Chicago since 1864. For many years he was a member of the old firm of Baldwin & Stone, and was with Crichton & Co. at the time of his death.

For improper use of certificates of weight Herman Mueller and George Tough of the firm of Mueller & Young have been suspended from the privileges of the Board of Trade for 30 days. The directors of the Board heard evidence for two hours or more regarding the practice of which they were found guilty.

On Dec. 6 Finley Barrell & Co. received a cablegram from their crop expert who had just returned to Buenos Ayres from the interior as follows: "Weather continues favorable. Harvesting progressing rapidly. Crop above last year." A more extensive report received previously is published in "Crop Reports," this number.

Charles E. Gifford, for 50 years a dealer in grain, died at his home Dec. 9, at the age of 80 years. He started in the grain business at Albany, N. Y., where he lived for 20 years, when he came to Chicago. He founded the firm of Charles E. Gifford & Co., which of late years has been conducted by his two sons, I. C. Gifford and C. E. Gifford, Jr.

Receipts of grain at Chicago during November were only 8,154 cars, the smallest for over 30 years, and 37 per cent less than in November, 1906. In bushels the receipts for the month of November have been 1,114,640 of wheat, 4,137,753 of corn, 5,706,795 of oats, 217,840 of rye and 1,140,893 of barley. In November last year receipts were 1,745,472 bus. of wheat, 6,437,419 bus. corn, 7,330,879 bus. oats, 288,000 bus. rye and



2,440,000 bus. barley. The comparison of bushels shows more favorably than a comparison of carloads since cars are so much larger now than 30 years ago. Receipts of oats were larger in November than in November, 1904, when they were 4,436,000 bus. For the week ending Dec. 7 receipts were heavier this year than last year on corn and oats and lighter on wheat and barley, showing that the arrivals now are back to normal.

Believe it is a good policy to ship grain to market as fast as car lots accumulate whether there is a profit in it or not. Then buy future grain and when the expected rise comes for which you are holding the grain sell the future. This can be done for  $\frac{1}{8}$  of a cent a bushel and then you have no grain on hand for the rats to eat, damp weather to spoil, or any of the elements of nature to deteriorate.—John F. Wright.

Eschenberg & Dalton have dissolved partnership and discontinued the grain receiving business. For some time the members of the firm have been desirous of laying aside the cares of business, and the present liquidation in the grain trade presented the long sought for opportunity, making it easy to wind up its affairs. After having been engaged in the receiving business continuously for 29 years Peter Eschenberg feels that he deserves a vacation. His plans for a vacation have not been formed, but he thinks a trip to California with his wife and several months' absence from Chicago will remove the cobwebs of business from his mind. J. R. Dalton has left the city for a few weeks' visit to South Dakota, where he has lands that he has long desired to visit. On his return he will determine his future course. The old firm, which has enjoyed a large receiving business in this market, has no successor.

Delivery of No. 2 white oats on contract at a penalty of 5 cents per bu. was approved by a vote of 204 to 155 on Dec. 3 and the new style went into effect in the next day's trading in the oats pit. Some confusion has arisen in the minds of traders, but all orders are executed in new style unless old style is specified. A trade made before Dec. 3 can only be closed by a purchase or sale of the corresponding number of bushels of old style. Starting at less than a cent difference new and old May delivery soon worked to fully 2 cents spread and have since maintained that difference. On the theory that No. 3 are not quite so good as standard the difference should be at least 2 cents, assuming that the quantity of No. 3 white is unlimited; but No. 3 white rarely sells as much as 5 cents under standard, so that the problem of the spread to be maintained is a matter of speculation. A widening of the spread will make it profitable for elevator men to clean and mix the better class of No. 3 whites in the standard grade. If any No. 3 whites are delivered on No. 2 contracts at the 5-cents penalty they are likely to be the poorest of the grade.

It's an old familiar adage that a cat has nine lives. One life is surely good enough for most cats however if they cling to it with a tenacity of an Idaho feline which was recently consigned to Gardiner B. Van Ness in a car of western wheat. Said wheat was shipped from Twin Falls, Ida., on Oct. 29 and arrived in Chicago Nov. 26. The cat had therefore been 28 days on the road without food or water, had crossed a considerable portion of this country in temperatures varying from moderate to very cold in the mountain regions and when a Chicago Inspector crawled into the car

to inspect the wheat the cat gave evidences of life. The humanitarian inspector, who is entitled to an epitaph in cat history nobly surrendered his modest meal of three huge pork chops and a loaf of bread to the animal which very soon afterward gave very decided evidences of life. It was not long until it had licked every cat in the neighborhood, jumped thru a window and otherwise proved that Western air and breeding means endurance and strength. As the inspector had no log chain at hand the cat escaped and is now running at large in the vicinity of the inspection yards.

## COLORADO.

Sterling, Colo.—B. D. Fletcher has let the contract to G. H. Birchard for the erection of a 20,000-bu. eltr. with concrete foundation, 20-h. p. gasoline engine, Fairbanks-Morse wagon and hopper scale, a No. 34 Barnard & Leas Separator and feed mill, to be built next spring.

Denver, Colo.—A movement looking toward the handling in Colorado of all the cereal products in the western belt was discussed recently at a dinner given by J. K. Mullen of the Hungarian Mill & Eltr. Co. and John L. Barr of the Ayers Mercantile Co. to the members of the recently reorganized Colorado Grain Dealers Ass'n. A committee will be named to obtain concessions in freight rates.

Fort Collins, Colo.—Professors W. H. Olin and F. Knorr of the agronomy department of the state agri. college have sent out a circular asking for the names of 20 to 25 wheat growing farmers in each locality, who will be likely to be interested in the improvement of the Colorado types of milling wheat. The agronomy department is desirous of making a very thorough and careful study of milling wheats in the state.

## ILLINOIS.

Ellsworth, Ill.—William Richardson is installing a gravity grain dump in his eltr.

McClusky, Ill.—Chappell & Chappell have succeeded W. H. Coulthard in the grain business.

Mt. Pulaski, Ill.—The Mt. Pulaski Grain Co. is installing a new 45-h. p. boiler in its eltr.

Morrison, Ill.—A small blaze was discovered in the eltr. of Burch Bros. Nov. 29. Damage, about \$10.

Rock City, Ill.—Graham Bros. Co. incorporated, \$1,000 capital stock; J. H., H. and D. F. Graham.

Mansfield, Ill.—W. R. Mersereau received Nov. 19 a large quantity of new corn, the first of the season.

Eleroy, Ill.—The new eltr. being erected at this place by Meyers Bros., of Sciota Mills, is rapidly nearing completion.

Blandinsville, Ill.—I have quit the grain business for the present. My successor is F. E. Sharp.—William Plowright.

Stronghurst, Ill.—Will Aplin, a grain buyer, died at his home, after an illness of several weeks of lung trouble. He leaves a wife and five children.

West Hammond, Ill.—The Superior Malting Co. has bot the Hawkeye Eltr. A at this place from Richard Fitzgerald, vice pres., of the Chicago Junction Ry. Co., for \$100,000. The land on which it stands was leased by Mr. Fitzgerald for 99 years, from Dec. 15, 1904, and he has in turn leased it to the malting com-

pany for 96 years, from Dec. 15, 1907. William P. Rice, is pres., of the Superior Malting Co. The plant is now in operation.

Shirley, Ill.—Connor Bros. & Co., of St. Louis, on Dec. 4 were given judgment for \$275 against J. H. Douglas on account of failure to deliver 10,000 bus. of corn on a contract made in February, 1906.

Homer, Ill.—Fred Rose, who recently bot the eltrs. of Parrish & Son, will have the improvements on the eltrs. completed in about 30 days. The two large eltrs. here will have a combined capacity of 200,000 bus.

Peoria, Ill.—The new freight rates and the absorption of switching charges were discussed recently by a committee of the Board of Trade composed of A. G. Tyng, A. H. Ridge, Adolph Woolner, Colonel Conzelman and C. C. Miles.

Lanesville, Ill.—Our eltr. was burned Nov. 20, the fire being discovered between 1 and 2 a. m. Loss on building about \$10,000; insurance, \$5,000. Loss on grain, \$10,000; insurance, \$9,000. We expect to rebuild. Metcalf & King.

De Kalb, Ill.—I sold out to C. S. Hunt about Oct. 20, what grain I had on hand. I had only leased the eltr. and did some repairing; the eltr. belongs to Martin Kennedy, of Creston. I took the Hawthorne Eltr. at Secor, Ill., on Oct. 25.—J. O. McClean, Secor.

Grand Ridge, Ill.—Geo. M. Loy, grain buyer, brot suit against Chas. Dorr, a farmer, to recover \$150 for failure to deliver grain, and when the trial was nearly over the defendant compromised by paying \$125 and costs and the case was dismissed.

Litchfield, Ill.—C. B. Munday & Co. who operate 11 eltrs. in central Illinois will erect an eltr. here with a capacity of loading or unloading 24 cars of grain a day. It will be built on the Burlington or Wabash railways. The work will be started in the spring.

Alexander, Ill.—The eltr. of the Central Illinois Grain Co. was burned at 1:30 o'clock Nov. 30. Loss, \$12,000. Insurance covers part of the loss. It contained 15,000 bush. of wheat, 5,000 bus. of corn, 6,000 bus. of oats and 250 gals. of gasoline. The eltr. will be rebuilt.

Downs, Ill.—The eltrs. here have refused to receive shelled corn on account of its condition, and eight shellers in this neighborhood have stood idle waiting for the grain buyers to give the word to shell. By waiting until the corn has dried sufficiently the grain will be worth more both to the farmers and the dealer.

Virginia, Ill.—C. W. Savage has let contract to the Burrell Engineering & Construction Co. to build a 20,000-bu. eltr. for C. W. Savage to replace the one burned a short time ago. The eltr. is to be completed, the machinery installed and ready for work in 45 days. It will contain one leg, 6-h. p. Fairbanks-Morse Gasoline Engine, 1,500-bu. Richardson Automatic Scale and Fairbanks Dump Scale. The eltr. will be of cribbed construction covered with galvanized iron.

Fisher, Ill.—C. M. Ricketts and father, A. D. Ricketts, have bot the grain and coal business of F. L. Warner. The business will be conducted under the firm name of A. D. Ricketts & Co., and will be managed by C. M. Ricketts. J. M. Maguire, the eltr. salesman of Campus, Ill., brot the parties in this trade together. R. T. Miles & Co. have bot the coal and grain business formerly owned by Miles & Ricketts, T. S. Miles, father

of R. T. Miles, being identified with the new firm. Mr. Warner is undecided as to plans for the future, but contemplates the purchase of western land.—R. T. Miles & Co.

Peoria, Ill.—Improved conditions as to the money market and the crops were reported by the 75 dealers of central Illinois attending the regular meeting Nov. 27. Opinion was that while corn is not thoroughly matured a period of cold weather will do a great deal of good. Of the oats 40 per cent are reported still in the hands of farmers. Bankers are more disposed to advance money to grain dealers for the purchase of grain. The meeting was presided over by Erastus Roberts. At the next meeting of the Central Illinois Local officers will be elected.

Decatur, Ill.—I have recently purchased the C. H. & D. Transfer Eltr. in this city, which we removed 50 feet south to our own land. At the time we purchased this eltr. it was badly run down, therefore after the removal, we rebuilt the eltr. now having a capacity of 50,000 bushels shelled grain. A Richardson Automatic Scale, capacity 2,500 per hour has been installed, one 50-H. P. d. c. motor will be placed for power; and all the latest machinery for the transfer, clipping of oats, cleaning of oats and corn has been installed. Interested with me, is my father, E. G. Allen, and the name of the firm will be the Allen Grain Co. We have built an office building adjacent to the eltr., thereby discontinue our city office. Together with the transferring, etc., of grain, we will also do a general cash grain business, and will retain the brokerage business conducted in the past by myself.—Jay M. Allen.

Peoria, Ill.—Peoria received during Nov. 40,000 bus. of wheat, 798,600 bus. of corn, 666,000 bush. of oats, 351,000 bus. of barley, 14,000 bus. of rye, no seeds, 4,250 tons of hay, 435,000 lbs. of broom corn, 70,055 bbls. of flour and 1,725 tons of mill feed, compared with 51,700 bus. of wheat, 1,456,200 bus. of corn, 867,000 bus. of oats, 286,000 bus. of barley, 41,400 bus. of rye, 120,000 lbs. of seeds, 2,700 tons of hay, 690,000 lbs. of broom corn, 51,900 bbls. of flour and 2,035 tons of mill feed, during Nov. last year. The shipments for Nov. have been 25,400 bus. of wheat, 719,600 bus. of corn, 972,000 bus. of oats, 72,900 bus. of barley, 3,000 bus. of rye, no seeds, 940 tons of hay, 360,000 lbs. of broom corn, 54,800 bbls. of flour and 2,665 tons of mill feed, compared with 35,100 bus. of wheat, 1,019,800 bus. of corn, 850,800 bus. of oats, 49,000 bus. of barley, 7,000 bus. of rye, 150,000 lbs. of seeds, 440 tons of hay, 510,000 lbs. of broom corn, 56,500 bbls. of flour and 2,847 tons of mill feed for the corresponding month of last year, as reported by John R. Lofgren, secretary of the Peoria Board of Trade.

## INDIANA

Clymers, Ind.—H. G. Reed & Co. will erect one of the largest eltrs. in the state.

Indianapolis, Ind.—The Cleveland Grain Co., of Cleveland, O., incorporated, capital stock \$250,000, sum to be represented in Indiana, \$25,000.

Anderson, Ind.—James Wellington & Son, who own the Wellington Mills, have bot a site 50 ft. wide along the side of the mills and will erect a steel grain tank for the storage of grain. It will have a capacity of 20,000 bus. They are also contemplating some repairs on their eltr.

on the Big Four, Michigan division tracks.

Boyleston, Ind.—David W. Brookie has bot the eltr. of D. W. Osborne. Mr. Brookie some time ago bot an interest in the city mills here, but sold it recently to J. T. Sims.

Milton, Ind.—Frank Roots, of Connersville, will erect an eltr. on the site of the old hydraulic flour mills, to be completed the early part of next year. It will cost about \$3,000.

Rossville, Ind.—John H. Smith has bot the eltr. of Hochstetler & Son. Possession was given at once. Mr. Smith was formerly with Smith & Snodgrass at Hillisburg. John A. Rice made the sale.

Dunreith, Ind.—J. S. Hazelrig has sold his eltr. at this place to D. J. Cope of Lewisville. Mr. Cope will place his son in charge and will add flour, feed and coal to his grain business.—J. S. Hazelrig, Cambridge City, Ind.

Indianapolis, Ind.—Railroad attorneys held a meeting at this city recently to decide what action to take in opposition to the establishment of reciprocal demurrage rules by the state railroad commission on the complaint by the Indiana Bridge Co.

Princeton, Ind.—The Melrose Milling Co. of Evansville sustained loss by fire Nov. 25 at the big corn cribs at Beck's station. The cribs contained more than 3,000 bus. of corn, just bot at 45 cents, and 3 carloads of baled straw were burned.

Princeton, Ind.—It is said that claims against the defunct Princeton Eltr. Co. amounting to \$120,000 will be adjusted by receiver John H. Miller at 15 per cent. No trace has been found of Henry E. Agar, mgr. of the company, who is alleged to have jumped into the Wabash River.

Columbus, Ind.—W. H. Shanklin, whose eltr. was burned Oct. 8, at East Columbus, is having trouble collecting the insurance. He was in Knoxville, Tenn., at the time of the fire. He had no record of the number of bushels in storage nor from whom purchased. The insurance adjusters have been working on the case for several weeks. It looks as tho the matter will not be settled outside of the courts.

Delphi, Ind.—Our eltr. burned on the morning of Nov. 19 between two and three o'clock. Loss on building and machinery was about \$10,000, with insurance \$4,500. Loss on grain, \$10,000; insurance, \$9,000. Origin of the fire is not known. We are converting a small building which we had on the ground into an eltr. and will be ready to handle corn by Dec. 15. We expect to rebuild in the spring.—C. M. Kerlin & Co.

Indianapolis, Ind.—At their first annual meeting Nov. 26 the Indiana Manufacturers and Shippers Ass'n elected the following officers: Pres., J. E. Frederick, Kokomo; vice-pres., Richard Johnson, Madison; H. A. Gable, Marion; Edward Watson, Vincennes; secy., J. V. Zartman, Indianapolis; treas., W. H. Tobin, Muncie. The executive committee is composed of the officers and L. A. Clark, Muncie; R. H. Morris, Brazil, and L. L. Turner, Terre Haute.

Indianapolis, Ind.—John R. Gray of John R. Gray & Co., who became insolvent in September, is now manager of the Pennsylvania Eltr. & Supply Co. Mr. Gray states that it is a stock company organized to operate the eltr. on the J., M. & I. tracks, formerly the Star Eltr.,

having a capacity of 40,000 to 45,000 bus., and is handling grain as a public warehouse as well as handling the jobbing trade. The house is equipped with improved machinery for cleaning and handling grain.

In buying grain bear in mind that verbal contracts made either direct over telephone which amount to \$50 or over are not valid unless confirmed in writing. Sec. 6635 of the state statutes provides: "No contract for the sale of any goods for the price of \$50 or more shall be valid unless the purchaser shall receive part of such property or shall give something in earnest to bind the bargain or in part payment, or unless some note or memorandum in writing of the bargain be made, and signed by the party to be charged thereby, or by some person thereunto by him lawfully authorized."

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers Ass'n will be held in the assembly room of the Claypool Hotel, Wednesday and Thursday, Jan. 8 and 9. The program will not be elaborate. It is the intention of the board of managers to make this meeting more of a social affair than anything else. In connection with the meeting it is intended to hold a corn show, confined to the different ass'ns in the state, each ass'n comprising a certain number of counties, and each ass'n has been asked to appropriate \$30, to be divided into five prizes, for white and yellow corn, or yellow corn alone, as the ass'ns may see fit.

Lafayette, Ind.—A Dairy Special Train will be run on the lines of the Monon road with the co-operation of the Purdue Experiment Station and the state dairy ass'n. Stops of 45 minutes will be made at important stations on the system and instructive talks will be given upon dairy farming. Members of the dairy department of the Experiment Station and representatives of the State Dairy Ass'n will have charge of the lectures. No man or woman interested in dairying should miss the opportunity of hearing the lectures and receiving the printed literature. Printed schedules and other information will be furnished upon application to the Agricultural Extension Department, Purdue Experiment station, Lafayette.

## INDIANA STATE CORN SHOW.

The Indiana Corn Growers' Ass'n will hold its third annual state corn show January 13-18, 1908, in connection with the Farmers' Short Course at Lafayette.

Many valuable premiums are offered by manufacturers, grain dealers, corn breeders, and others interested in corn improvement. Five handsome silver trophies have been contributed to the association to be awarded annually as follows:

Gray trophy, value \$100, for the best ten ears of yellow corn.

Johnson County trophy, value \$150, for the best ten ears of white corn.

Vogler trophy, value \$75, for best individual ear of corn.

American Hominy Company trophy, value \$50, for best ear of hominy corn.

The Scott trophy, value \$75, will be awarded for the best corn judging done by boy under 20 years of age.

The State is divided into five sections. This has been done so that all corn growers would be placed into fair competition.

In all 91 premiums will be offered and so arranged that corn growers from all parts of the State may receive a share of them.

An expert judge has been secured for this show and corn growers will do well



to select samples and exhibit them at Lafayette, January 13-18, 1908.

Premium lists, divisions of the State, score cards, etc., can be had of G. I. Christie, Secretary, Lafayette, Ind.

## IOWA.

Sidney, Ia.—The Sidney Eltr. Co. is erecting coal sheds.

Cooper, Ia.—The D. Milligan Co. is repairing its dump and floor.

Newburg, Ia.—The Farmers Eltr. Co. has installed a Fairbanks-Morse Gasoline Engine.

Clarion, Ia.—The Farmers Co-Operative Eltr. Co., recently incorporated, will erect an eltr.

Herndon, Ia.—I have been transferred from Luther to this place.—F. C. Carlson, agt., Neola Eltr. Co.

Guttenberg, Ia.—The sale of small grain by farmers is getting smaller here every year.—Herman Ihm.

Pekin, Ia.—Walter Harrison has bot the eltr. of H. Mitchel and will improve it and install a new engine.

Stockton, Ia.—The Muscatine County Grain & Eltr. Co. incorporated, capital stock \$25,000. The company will erect an eltr. with a capacity of 15,000 bus.

Council Bluffs, Ia.—The Nebraska Hay & Grain Co., of Omaha, has let the contract to the P. H. Pelkey Construction Co. for the erection of a transfer house.

Thor, Ia.—W. A. Bryant & Sons Co. of Cedar Falls, Ia., has completed the repairs on the eltr. at this place. The Younglove Construction Co. did the work.

Fort Dodge, Ia.—The oat mill of the Great Western Cereal Co. has been closed part of the time because farmers have stopped selling at the low prices made in November.

Long Grove, Ia.—The D. Rothschild Grain Co. will add a mill to its eltr. at this place, to be ready for use Jan. 1 Bartley Swegler, who runs a mill here now, will quit the business.

Luverne, Ia.—The Pfund Lumber Co. has let the contract to the Younglove Construction Co. for putting in new spouting, installing 500-bu. hopper scale and making other repairs on its eltr.

Sioux City, Ia.—The first carload of grain for the new eltr. company at this city was inspected Nov. 25 by the first grain inspector, Chas. Siman. The new Board of Trade has just had its rules printed, to govern the inspection of grain.

Fort Dodge, Ia.—Judge Reed, of the federal court, on Nov. 20 overruled a motion for a new trial in the suit of Ware & Leland against John H. Pearsons. The judgment given in favor of Pearsons last June will stand. His defense was that the transactions whereby he lost \$6,000 were gambling and that delivery was not intended. This decision does Ware & Leland an injustice, as the orders of Pearsons were legitimately executed on the Board of Trade, where delivery is always contemplated.

New Sharon, Ia.—W. K. Neill, formerly of Lodi, Wis., who removed to this place in August and bot the grain eltr. of A. W. Augspurger, has been making improvements and additions to the plant. A mill 20x20 ft. has been erected and equipped with 3-roller Barnard & Leas grinder, driven by the 25-h. p. Fairbanks-Morse Gasoline Engine. Mr. Neill has built a cob house, 24x34 ft., and a warehouse 20x50 ft. for hay and grass seeds, and will erect an oats annex, cribbed,

24x40 ft., to contain 15,000 to 20,000 bus. of oats when shortage of cars creates an emergency. Mr. Neill handles considerable coal, and will add to his storage capacity by the erection of additional sheds. Shelling corn in transit for other dealers is a specialty with Mr. Neill, and recently he shelled 20,000 bus. for one shipper at a station near. His shipments are made over the Iowa Central and Mr. Neill is having a new side track put in to care for his increasing business.

## KANSAS.

Cherryvale, Kan.—We are out of the grain trade.—J. T. Mortimer & Son.

Iola, Kan.—E. B. Butler is erecting a wheat eltr. on his farm to cost about \$3,200.

Wichita, Kan.—The Stevens-Scott Grain Co. has installed a grain drier in its eltr.

Wellsville, Kan.—The Star Grain & Lumber Co. is erecting a large corn crib with a gasoline engine.

Blue Rapids, Kan.—W. F. Peacock will install a McLeod Automatic Scale, which will be used for weighing out grain as it is loaded into the cars.

Phillipsburg, Kan.—We have bot the eltr. of the Farmers Eltr. Co., have built a ware room 30x40 ft., put in feed rolls and also installed a 9-h. p. Fairbanks-Morse Engine.—The McIlvain Grain & Coal Co.

Wichita, Kan.—J. A. Woodside and C. C. Smith have formed a partnership and have opened a grain office in the Turner building. Both men have had experience in the grain business, the former as manager of the Empire Grain Co. of this place and the latter at Conway Springs, where he handled grain a number of years.

Burlington, Kan.—Reid & Gibbon's eltr. being erected on the site of the old steam mills, which were burned some months ago, is nearing completion, and is expected to be running Dec. 15. The main building is 34x40 ft. with a dump 14x40 ft., and the engine room is 38x38 ft. The 25-h. p. gas and gasoline engine has arrived, and the other machinery has been ordered.

Culver, Kan.—The state Board of Railroad Commissioners issued an order requiring the Union Pacific to construct a side track to the eltr. of the Culver Grain & Live Stock Ass'n, and on the same day rescinded the order to give the attorney of the road an opportunity to be heard. It is said the road desires to make a test case of the side track law enacted by the 1905 legislature.

Caldwell, Kan.—The Border Queen Mill & Eltr. Co. of this place is defendant in a suit brot by B. F. Heskett, a farmer of Riverdale, to recover \$500 damages for alleged failure to accept wheat on a contract to buy 2,500 bus. at \$1 per bu. after the price had fallen to 80 cents. The sale is alleged to have been made Oct. 23 to H. M. Hickman, agent for the company, who is said to have bot 10,000 bus. from farmers at \$1 per bu.

Haven, Kan.—The Farmers Grain Co. has brot suit against the Missouri Pacific to recover \$65 damages for delay in furnishing cars for the shipment of grain. Judgment was given in the justice court and the road has appealed to the district court. On Sept. 26 the grain company formally ordered a car and tendered one-fourth of the freight charges to Wichita. The car was not furnished until Oct. 2

A car ordered for Oct. 2 was furnished 9 days late.

Abilene, Kan.—W. H. Kinney, J. W. Burns of Hutchinson and T. J. Holdridge of Kingman have bot the Security Mill. The buyers will remodel and erect an addition and build an eltr. Kinney will move here and be manager of the mill. S. K. Humphrey of Boston, Mass., who sold the plant, had owned it only for a short time as an investment. Mr. Humphrey is the manufacturer of the well known Humphrey's Employees Elevator for eltrs. and mills.

Rossville, Kan.—On the resumption of buying by the Midland Eltr. Co. many banks made arrangements to use clearing house certificates, as was done by the local banker in the following notice: "I am in receipt of a letter from the Midland Eltr. Co., asking that we assist them in filling their December contracts for grain purchased here, and that as their payments to us as well as all other deposits for grain in Kansas City exchange we have made all our checks payable in currency, Kansas City or Topeka exchange at our option. We will from this date on pay our checks in currency as long as we can get it and will cash checks on other banks at par with clearing house certificates."

Wichita, Kan.—The past two weeks have made quite a change in the grain trade. The Robb-Bort Eltr. Co. has closed its business here. The Missouri Grain & Flour Co. has closed the office altogether as has the Bennett Commission Co., the latter moving their furniture back to Topeka with the intention of conducting the business of both offices from that point. R. F. Coats of the Coats Grain Co., died very suddenly Dec. 1, and the firm's business is being closed up as fast as possible. Kelly Bros. of Corwin, Kan., have moved their headquarters to Wichita, and have fitted up an office in the Sedgwick block so as to give closer attention to their increasing eltr. line. I have had charge of the Wichita office of the Bennett Commission Co. for the past year, and now expect to open an office here on my own account.—C. E. R. Winthrop.

## LOUISIANA.

Vidalia, La.—S. J. McKenzie is interested in the erection of an eltr. at this place to cost \$25,000.

New Orleans, La.—A. F. Leonhardt, the well known grain commission merchant, is a candidate for lieutenant governor of Mississippi on the Republican ticket.

New Orleans, La.—Charles Clifton Benedict, son of Harry W. Benedict, of the Benedict Commission Co. of this place, died recently from a complication of diseases after less than a week's sickness. He was 25 years old.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Dec. 1 amounted to 2,285,666 bus. of wheat, 294,264 bus. of corn and no oats, compared with 3,020,072 bus. of wheat, 1,561,760 bus. of corn and 65,000 bus. of oats from Sept. 1 to Dec. 1 of 1906, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

## MARYLAND.

Taneytown, Md.—Edward E. Reindollar came very near being elected a member of the Maryland state senate, having received the largest majority ever given a candidate in his district. A majority of

the voters in his county are of the opposite political faith, but many cast their ballots for him on account of the esteem in which he is held personally.

Baltimore, Md.—The B. & O. R. R. Co. will erect an uptown eltr. to take the place of the one burned. Its capacity will be 500,000 bus.

Baltimore, Md.—T. B. Hull has been appointed receiver of the Bay Grain & Flour Co. on the petition of Nicodemus & Grimes. Since the manager, Henry C. Wright, committed suicide recently, the business has been in a bad condition.

## MICHIGAN.

Colling, Mich.—The Colling Eltr. Co., incorporated, capital stock \$5,000.

Hastings, Mich.—E. C. & C. U. Edmonds have bot the eltr. of R. K. Grant. The firm will do business under the name of Edmonds Bros.

Beaverton, Mich.—Ross Bros., who are heavily interested in the LaCled Lumber Co. of Idaho, and operate three mills and store, as well as a grain eltr., have failed. Liabilities, \$300,000; assets, \$150,000.

Chelsea, Mich.—In the report of the \$1,000,000 failure of Frank P. Glazier the daily press erroneously described him as pres. of the Chelsea Grain & Produce Co. It is the Chelsea Lumber & Produce Co. There have been no \$1,000,000 or \$100,000 failures in the grain trade during the past financial stringency.

Detroit, Mich.—This is a good grain point and there should be a much larger number of men in the grain business here. Detroit needs twenty more good grain firms to make things lively and could easily support that number. We need more grain drawn in here, more firms, more competition.—A. J. Ellair.

Detroit, Mich.—The financial end of the grain business has been well handled at Detroit and no dealer has wanted for money. Soft corn this fall has been a Godsend to country dealers who have been unable to get cash to handle the grain. When the farmer asked to sell his corn the dealer could conscientiously stave him off by telling him it was too soft to handle, hoping all the time that he would be able to get the cash soon to carry on his business.—D.

Detroit, Mich.—Last month the Board of Trade decided to grade clipped oats and divided the grading into numbers one, two, three, and rejected. No. 1 must weigh 38 lbs. to the bushel; No. 2, 36 lbs. to the bushel; No. 3, 32 lbs. to the bushel, and "rejected" not less than 30 lbs. to the bushel, according to the rules adopted. J. J. King, asst. insp., says, however, that he has never had to use the term "rejected" as applying to any of his grading, as he dislikes the term and prefers to call all clipped oats not good enough for No. 3, "sample," or else not call them at all, but simply state on the inspection report what was the matter with the oats and the number of lbs. they weighed per bushel.

Detroit, Mich.—The bucketshops have knocked out local speculation. Instead of placing orders with regular dealers those who speculate in grain are patronizing the bucket shops because it's cheaper. While there is a law in Michigan against bucket shops, so far it has cut no figure. Consignments here are about a thing of the past, and the grain dealer who hasn't a string of eltrs. isn't in it. More and more the grain business is getting into the hands of the large dealers, and the

smaller ones are being crowded out just as in other lines of business. The country dealer benefits by this, too, as grain is handled to-day on much smaller margins than ever before.—Mr. Caughey, Caughey & Carran.

Detroit, Mich.—Ordinarily it will net the grain shipper to Detroit more to consign his grain than to sell it. We, however, are allowing the country dealer to use his own judgment in this matter. At present we are between "hay and grass" on corn and naturally there is not much grain moving. The large bulk of the grain which comes in here goes thru the eltrs. before it is locally consigned or sent to the east and north. The coarse grain trade has grown here enormously and the local oats trade is immense. When I first began in the grain business here several years ago our chief occupation was buying cash wheat for eastern mills, and, secondly, attending to our speculative trade. The mills have disappeared as our country has grown and with them has gone the wheat and speculative business.—James T. Shaw, J. S. Lapham & Co.

## MINNEAPOLIS.

The American Malting Co. is buying considerable barley here for future delivery. Recently the price of choice malting was run up to \$1.

Rentals in the Chamber of Commerce bldg. have been raised to per cent, effective Jan. 1, on all of the 10 floors except the ground floor and the trading floor.

The banks are asking 8 per cent on the little money they loan on terminal eltr. receipts. More currency is going into the interior, and an easier money situation is looked for soon.

Finley Barrell & Co., of Chicago, have taken offices in the Chamber of Commerce building, connected by private wire with the Chicago office. R. I. Mansfield will manage the office here.

The annual financial report of the Chamber of Commerce, just issued, shows a prosperous condition. During the year \$70,000 of fixed indebtedness was canceled. The Chamber receives \$139,000 in rentals annually, and has other income of \$10,000. Salaries to the secy's office and the exchange floor force aggregate \$17,171, and for quotations \$23,349 is paid.

Suits by three directors of the Minnesota Farmers Exchange to recover \$1,500 each advanced to the company have been dismissed by Judge Dickinson. The Exchange lost \$15,000 thru the failure of a commission house; and 7 of the 9 directors advanced several thousand dollars to pay shippers who had claims against the Exchange. The three plaintiffs, Elias Steenerson, H. C. Block and Edwin McGrath, asserted that the money advanced to the stockholders had never been repaid. The court decided that the Exchange was not responsible because the deficiency was created when the directors were operating the Exchange illegally, its by-laws providing that an indebtedness in excess of 1/2 the paid up stock should never be created.

The Chamber of Commerce has copied the plan of the Chicago Board of Trade in the distribution of its quotations and will send the prices only to those outside exchanges as pay the expense. New York, Kansas City, St. Louis, Duluth and Winnipeg exchanges have agreed to pay for the quotations of the Minneapolis Chamber. The Chicago Board of Trade has not, and the Chicago Board has been cut off. Hitherto the Minneapolis Chamber

has paid half of the expense of telegraphing the Minneapolis quotations to the trading floor of the Chicago Board, as it was thought that the posting of the quotations at Chicago would increase the volume of business coming from Chicago for execution in the Minneapolis Chamber. The cutting off of quotations from the Chicago Board affects only the trading floor, as the private wire firms have their own service and the tickers found in the offices of most brokers give the quotations of all the markets at 15-minute intervals.

## MINNESOTA.

Fulda, Minn.—F. T. Knox & Co. have succeeded John M. Dickson.

Farmers in Minnesota are beginning to experiment with winter wheat.

Madison, Minn.—H. Sampson has succeeded the Great Western Eltr. Co.

Elmore, Minn.—The Benson Grain Co. has succeeded the Duluth Eltr. Co.

Gibbon, Minn.—A movement is on foot to organize a farmers co-operative eltr. company.

Grand Meadow, Minn.—The Farmers Eltr. Co. has succeeded the Minnesota & Iowa Eltr. Co.

Kasota, Minn.—The Kasota Eltr. Co. is building a flat warehouse 40x60 ft. to be used for storing grain.

Luverne, Minn.—John P. Coffey has recently had his eltr. repaired by the Younglove Construction Co.

Duluth, Minn.—Dwight M. Baldwin discontinued his office in this city on March 1 and I bot his interest.—Wm. Grettum of Wm. Grettum & Co.

Truman, Minn.—C. E. Eisenlohr will succeed H. A. Fuller as agent for the Hubbard & Palmer Co. The eltr. will not be closed as was rumored.

Hope Sta., P. O. Amboy, Minn.—The Myrtle Grain Co., of Albert Lea, has its eltr., of 15,000-bu. capacity, completed by the Younglove Construction Co.

Arlington, Minn.—A farmers eltr. company has been organized. Directors, Martin Nagel, Jacob Schwirtz, J. B. Jasken, Wm. Boyle and others. The company will buy or build an eltr.

St. Paul, Minn.—Ashley Coffman, receiver of the Wisconsin Grain & Stock Co., has brot suit against Geo. W. Wood and Lewin A. Wood to recover \$50,000 belonging to the company.

St. Paul, Minn.—The reconignment charge of \$5 per car on coal and lumber, which the roads threatened to put in has been held up, owing, it is said, to the protest made by the jobbing interests.

Brainerd, Minn.—Jerome Werdin, agent for the Monarch Eltr. Co., was found in the eltr. office Nov. 29 with two bullets in his brain, and a 32-calibre revolver by his side. He died without regaining consciousness. He came from Glenwood six weeks ago. His parents live in Eden Valley.

St. Paul, Minn.—The federal grand jury has indicted George W. Wood, Lewin A. Wood, Lucien C. Wood, Forrest B. Wood, Charles T. Kelley and Paul Foss, on the charge of having used the mails in a scheme to defraud. They are the officers of the defunct Wisconsin Grain & Stock Co.

## MISSOURI.

Kansas City, Mo.—The E. R. Boynton Hay Co., incorporated, capital stock \$2,-



ooo; incorporators, E. R. Boynton, F. W. Taylor and others.

Kansas City, Mo.—U. S. Epperson, attorney and manager of the Elevator Underwriters, has been elected a director of the Kansas City Club.

St. Louis, Mo.—The Traffic Club was organized recently with a membership composed of large shippers and railroad officials, to promote friendly relations between those interests.

Kansas City, Mo.—Several grain firms had accounts with the National Bank of Commerce, which failed recently, but their embarrassment was only temporary, as at this season their deposits are not large, and their accounts have been taken elsewhere.

St. Louis, Mo.—James Lincoln, commissioner of the Merchants Exchange, has issued a circular to grain shippers urging that cars be resealed when seals are broken for inspection or sampling, to escape the loss of grain occurring thru the cars not being resealed.

St. Louis, Mo.—A sample of eltr. wheat submitted to Clyde E. Leighty, of the U. S. government laboratory, was reported by him to contain 14.52 per cent of bleached kernels, 12 per cent burned, and 2 per cent shriveled, apparently a very poor lot to be put out as No. 2 red.

St. Louis, Mo.—The supreme court has advanced the suit of the Merchants Exchange against the state railroad and warehouse commission for hearing at the April term. The suit involves the validity of the Avery grain weighing law, the enforcement of which has been prevented by injunctions secured by the grain trade.

Kansas City, Mo.—John Washburn, of the Washburn-Crosby Co., of Minneapolis, has bot the exchange membership of Major J. C. Edwards, formerly of the Rex mills. The consideration was \$1,950 without the transfer fee of \$500. Major Edwards had been a member of the Kansas City Board of Trade for 13 years.

## MONTANA.

Ronan, Mont.—The Government flour mill and saw mill, with the warehouse and eltr., on the Indian reservation was burned Nov. 25.

Billings, Mont.—Thos. Quaw & Co., of Bozeman, have brot suit against Wm. H. Donovan of this city to recover damages for failure to deliver 500,000 lbs. of oats on contract, causing them a loss of \$1,601.

## NEBRASKA.

Bladen, Neb.—The Farmers Co-operative Assn. has gone out of business.

Hollinger, Neb.—The Enterprise Grain Co.'s eltr. being built by the P. H. Pelkey Construction Co., is about completed.

Cowles, Neb.—The Grain Dealers Journal was a help to me in many ways when I was in the grain business.—T. H. Deakin.

Lincoln, Neb.—Statistics reported to the railroad commission show a lighter demand for grain cars for loading on Nov. 30, compared with Oct. 30.

Overton, Neb.—The T. B. Hord Grain Co. has been repairing its eltr. here and intends to do more in the spring.—J. H. Swallow, agt. T. B. Hord Grain Co.

Avoca, Neb.—The Farmers Eltr. Co. has let the contract to C. H. Birchard for the erection of a 20,000-bu. galvanized iron clad storage eltr. and will have the

cupola raised 12 ft., and will build new concrete dump hoppers. The company will install a 500-bu. Fairbanks Hopper Scale.

Omaha, Neb.—The Grain Exchange is to be equipped by the government with one of the large glass weather maps found on the leading grain exchanges.

Scribner, Neb.—The Farmers Grain & Stock Co. is making improvements on its eltr. and coal bins. The company has added new scales and remodeled its office.

Lincoln, Neb.—A secret hearing of railroad officials was held by the state railroad commission Nov. 29, to consider, it is rumored, a proposed advance in grain rates to certain parts of the state.

Omaha, Neb.—G. W. Wattles has been re-elected pres. and E. J. McVann secy. of the Grain Exchange. E. E. Bruce has been chosen first vice pres., F. S. Cowgill, second vice pres., and A. L. Reed, treas.

Cedar Creek, Neb.—The Farmers Eltr. Co. has completed a 15,000-bu. eltr. with concrete foundation, 8-h. p. Fairbanks-Morse Gasoline Engine, and a Barnard & Leas separator. G. H. Birchard did the work.

Benkleman, Neb.—J. M. Sewell & Co. have let the contract to G. H. Birchard for the erection of a 10,000-bu. eltr., with concrete foundation, 6-h. p. Fairbanks-Morse Gasoline Engine, wagon and hopper scales.

Polk, Neb.—Sixty-eight citizens of this town have petitioned the state railroad commission for an additional crossing over the Union Pacific so that grain growers hauling to the eltr. may need not pass the two other eltrs. on their way to market.

Avoca, Neb.—Nutzman & Marquardt have completed a 20,000-bu. eltr. with concrete foundation, 10-h. p. Fairbanks-Morse Gasoline Engine, No. 34 Barnard & Leas Separator, a passenger lift and rope transmission. G. H. Birchard did the work.

Superior, Neb.—Guthrie & Co. have let the contract to G. H. Birchard for the erection of a large iron clad storage eltr. for its mill. It will have a concrete foundation, double wagon dump and R. R. track scale with concrete foundation. Work is to be started next spring.

Milford, Neb.—The Spelts Grain Co. has let the contract to G. H. Birchard to move a 30,000-bu. eltr.  $\frac{3}{4}$  of a mile and place it on a new concrete foundation with concrete hoppers. The building will be moved across the Blue River where it is 100 ft. wide.

Milford, Neb.—F. S. Johnson Co. is having a 20,000-bu. galvanized iron clad eltr. with concrete foundation and hoppers, erected by G. H. Birchard, to have 10-h. p. Fairbanks-Morse Gasoline Engine, wagon and hopper scales, No. 34 Barnard & Leas Separator and two wagon dumps.

Ragan, Neb.—The Farmers Eltr. Co. has let the contract to G. H. Birchard for a 20,000-bu. galvanized iron clad eltr., with concrete foundation and hoppers, a 12-h. p. Fairbanks-Morse gasoline engine, wagon and hopper scales, Barnard & Leas No. 34 Separator, a passenger lift, and rope transmission.

Lincoln, Neb.—The Central Granaries Co. has bot the balance of the Nebraska Eltr. stock and from now on the corporation, while it will be run as before, separately from anything else, will be officered and managed by the same of-

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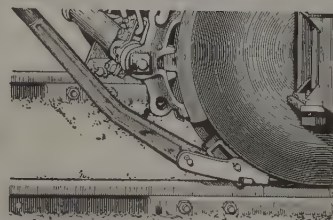


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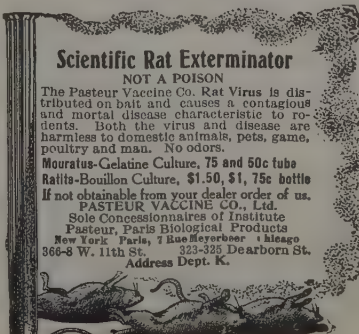
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ficers and managers as the Central Granaries Co. We sold our Rock Island eltrs. to Jno. B. Wright and he has formed the Wright-Leet Grain Co. We still own and operate the Union Pacific stations.—Nebraska Eltr. Co.

Woodville, Neb.—The Omaha Eltr. Co. has let the contract to G. H. Birchard for the erection of a 16,000-bu. cribbed eltr., with concrete foundation and reinforced concrete office and engine room detached from the eltr. 20 ft. and provided with a Fairbanks-Morse Gasoline Engine and scales.

Mitchell, Neb.—W. H. Ferguson will erect a 20,000-bu. eltr. with a concrete foundation, galvanized iron clad; to have 8-h. p. Fairbanks-Morse Gasoline Engine, wagon and hopper scales, a 34 Barnard & Leas Separator. A 10-car capacity flour and feed warehouse will be built. G. H. Birchard will do the work.

Milford, Neb.—Rudolph Unzicker has let the contract to G. H. Birchard for the erection of a 25,000-bu. eltr. with a concrete foundation and hoppers, galvanized iron clad. Equipment will include 12-h. p. Fairbanks-Morse Gasoline Engine, wagon and hopper scales, No. 34 Barnard & Leas separator, passenger lift and rope transmission.

Axtell, Neb.—C. B. Seldomridge has his eltr. completed by G. H. Birchard. It has a concrete foundation and hoppers and reinforced concrete engine room detached from the eltr. The equipment includes a 15-h. p. gasoline engine, a Fairbanks-Morse automatic scale 1,000 bu. capacity, No. 34 Barnard & Leas Separator, a passenger lift and rope drive.

Lincoln, Neb.—In its reply to the complaint of the Manley Grain & Co-operative Co. the Missouri Pacific Railroad alleges that under the Cone law all complaints of the refusal of railroads to build side tracks to eltrs. must be heard in the courts. The jurisdiction of the state is also denied because both parties are engaged in interstate traffic.

Omaha, Neb.—The state railroad commission has granted the request of the Union Pacific to reduce the charge for placing grain cars on eltr. tracks at this city from \$3 to \$2 per car. The request of the Missouri Pacific for a general revision of switching charges has been refused. It was granted permission to absorb a switching charge of \$2.

## NEW ENGLAND.

New Britain, Conn.—Stanley-Svea Coal & Grain Co. will erect an eltr. 40x60 ft.

Boston, Mass.—The New England Grain Dealers Ass'n will hold its annual meeting and banquet on Jan. 13, and the annual meeting of the new insurance company will be held at the same time.

Providence, R. I.—Fire damaged the hay and grain establishment of George S. Wilcox, to the amount of \$2,500 Nov. 22, partially insured. The main section of the building will have to be rebuilt.

## NEW YORK.

Buffalo, N. Y.—The inspection department of the Corn Exchange is making good use of its moisture testing apparatus.

Walton, N. Y.—Martin Bros., of Deposit, have bot a site for \$2,000 and will erect an eltr. for the flour and feed business.

Peekskill, N. Y.—The coal, grain and

hay establishment of H. L. Armstrong was burned recently. Loss \$10,000; covered by insurance.

New York, N. Y.—George Silver, a member of the firm of Edward C. Paull & Co., has applied for membership in the Produce Exchange.

Buffalo, N. Y.—The public utilities commission has decided to argue the complaint of Spencer Kellogg against the New York Central Railroad at Albany at a time not stated.

New York, N. Y.—The financial situation (Dec. 4) is very much improved; and we might say the trouble is practically over so far as the better class of trade is concerned. The weak ones are still having trouble in getting their accounts financed.—Rubins Bros.

Buffalo, N. Y.—Arrangements may be made upon application to the secy. of the Western Elevation Ass'n for a special winter storage rate of two cents per bushel guaranteed for storage to April 15 next, inclusive. This will be effective after the first ten days on grain contracted before it is elevated, or from date of agreement on grain contracted for after it is in store. Grain will be charged regular storage unless contract for special rate is made.

Rochester, N. Y.—James W. Whitney, long connected with the grain and eltr. trade at this place and Buffalo, died at his home Nov. 25, at the age of 64 years. He was at one time manager of the New York Central Eltrs. in Buffalo, and owned one at this place. The firm of Whitney & Gibson, of which he was at one time senior member, is still doing business here. He is survived by two daughters, Mrs. A. D. Fiske and Mrs. Edward S. Martin of New York.

## BUFFALO LETTER.

One good feature of the trade is the good condition of the new corn that is coming in. That from southern Illinois is quite dry and grades No. 3, ready to spring up to No. 2 soon.

Wheat cargoes, mostly from Duluth and Fort William, are coming in at a fair rate, but vessel owners are complaining that there are not offerings there to satisfy them, so that they must lay up their vessels there more than they wish.

One day this week, which was a fair average, only 27 cars of corn and 13 of oats were reported for inspection, with scarcely anything of other grains. Tho the lake receipts reported so far, 104,691,000 bus., are slightly in excess of last season to December it is not expected that this month will show as much as last December did.

The difficulties of the grain dealer have largely to do with the money situation, tho money is plentier and has not been as scarce here as it was generally the stringency so interferes with the grain movement, both by rail and lake, that dealers are fairly handicapped and millers are failing to get the wheat needed for winter use.

It is too early to say just how much grain will be carried here thru the winter, but there will be a good amount. It is possible for the late cargoes to be caught in storms and fail to get in. If the millers are going to be short it will be a good thing for outside carriers to hold wheat here, for Buffalo makes 10,000 barrels of flour a day and must have something to make it of.

The regular storage of grain afloat is not confined to lake steamers, but there is a good fleet of canal boats carrying

grain all winter. Boatmen report about 40 of them already loaded with wheat, barley and flaxseed. The charge is now \$70 a load, which is much more than it used to be, tho still less than any other storage here. The grain owner takes his own risks and keeps the cargoes insured.

The canal season has about closed, only a few short-distance trips now being made, with the boatmen fairly satisfied, which means that but for the break that lasted from July 30th to September 20th, the longest in the history of the canal, there would have been very much less complaint of congestion in the grain movement here and the boatmen would have made large profits. It is now stated that the canal will be built so that 2,000-ton barges can be floated.

Some time ago the Washburn-Crosby, Banner and Thornton & Chester milling companies complained to the Interstate Commerce Commission that the flour rates east, and especially to New England points, was excessive and a partial hearing was given here in October by Commissioner Prouty. Representatives of these mills have now gone to Washington to appear before the whole commission to continue the hearing. The complaint is that in making Buffalo stand 60 per cent of the thru rate from Chicago a discrimination is made.

"H. M. Barker, President," is the new inscription on the door of the Electric Eltr. & Milling Co. and the name of H. T. Kneeland, Jr., is transferred to the door of the allied Electric Grain Eltr. Co. as manager. Mr. Barker was till some time ago a member of Charles Kennedy & Co., then he gave up the grain business awhile and went South. Lately he took up the grain deal with Mr. Kneeland and the present relations grew out of that, Mr. Kneeland becoming the treas. of the company. The plan is to push things and do a general distributing business, the building of a new grain drier adding much to the equipment. The feed mill will not be run very generally for awhile.—J. C.

## NORTH DAKOTA.

Strasburg, N. D.—I have succeeded the Exchange Grain Co. in the grain business.—S. A. Fisher.

Portal, N. D.—The farmers have bot the eltr. of Osborne & Schofield.—L. A. Grant, agt. D. C. Knapp.

Landa, N. D.—The farmers at this place are trying to raise money for the erection of a farmers eltr.

Dawson, N. D.—Raymond & Kepler are scoopers.—H. O. Wise, buyer for Powers Eltr. Co., of Steele.

McHenry, N. D.—Eltrs. here are all filled at present, as cars are scarce.—S. J. Patterson, agt. Monarch Eltr. Co.

Devils Lake, N. D.—The Minnesota & Northern Eltr. Co. is building an addition to its eltr. of 5,000 bus. capacity.

Stanley, N. D.—Andrews & Gage have bot the eltr. of the Farmers Eltr. Co.—H. P. Iverson, agt. Victoria Eltr. Co.

Bordulac, N. D.—Walter H. Sutherland has built a new 30,000-bu. eltr. at this place and has removed from Carrington.

Minnewaukon, N. D.—The Wm. Plummer Co. is not regularly engaged in the grain business tho it owns the house run by C. H. Sheldon. The North Dakota Realty & Investment Co. is no longer in



the business, having sold its house to the Farmers Eltr. Co.—R. D. Robertson, of Marion.

Wales, N. D.—It is thought that Dr. E. I. Donovan of Langdon, will build an eltr. at this place next summer.—C. J. Nickel.

Starkweather, N. D.—The St. Anthony & Dakota Eltr. Co. has bot the eltr. of the Massure Eltr. Co.—A. J. McLaughlin Eltr. Co.

Gackle, N. D.—The North Dakota Eltr. Co. has bot the eltr. of the Gackle Eltr. Co.—W. G. Kirkpatrick, agt. Lyon Eltr. Co.

Velva, N. D.—Gilbert Gilbertson is the agent for Byerley & Gilbertson Eltr. Co.—L. B. Monecker, agt. Osborne-McMillan Eltr. Co.

Hurd, N. D.—The Farmers Eltr. Co. has bot the eltr. formerly owned by C. G. Ireys.—W. I. Saxton, agt. Farmers Eltr. Co.

Ray, N. D.—The Ray Eltr. Co. is installing a new automatic weigher in its eltr. also a Monitor Cleaner.—J. E. Helms, mgr.

Tyler, N. D.—The Reliance Eltr. Co. will close its house after the end of this year, for a while.—R. H. Myer, agt. Farmers Eltr. Co.

Wheelock, N. D.—The Victoria Eltr. Co. will build an annex to its eltr. next summer, capacity 10,000 bus.—O. O. Huseby, buyer.

Clyde, N. D.—I think the Grain Dealers Journal should be in the hands of every country dealer.—F. E. Warren, agt. Duluth Eltr. Co.

Maxbass, N. D.—The Imperial Eltr. Co. has engaged in business here and has an eltr. with a capacity of 25,000 bus.—Shepard & Sowle.

Underwood, N. D.—Mr. Schumaker has succeeded Wenzel & Schumaker in the grain business.—C. E. Hedlund, agt. Washburn Eltr. Co.

Wolford, N. D.—The farmers around here have organized and will build an eltr. here next summer.—B. M. Mahoney, agt. National Eltr. Co.

Ort, N. D.—The St. Anthony & Dakota Eltr. Co. and the Minneapolis & Northern Eltr. Co. have both put new cleaners in their eltrs.—G. J. Stoffel.

Surrey, N. D.—Ed. Ray is the new manager of the eltr. of the Surrey Farmers Grain Ass'n.—W. A. Culbertson, mgr. A. A. Robinson Eltr. Co.

Wilton, N. D.—Fred Klein is agent for the Washburn Grain & Fuel Co. and A. S. Rutan for the Wilton Eltr. Co.—G. A. Lenbark, agt. Lyon Eltr. Co.

Leal, N. D.—We will close our house for the rest of the winter. Geo. Samson is agent for N. F. Olsen.—H. L. Tucker, mgr. Woodworth Eltr. Co.

McCumber, N. D.—We have closed our eltr. at this place, on account of there being no business.—R. M. Mahoney, agt. National Eltr. Co., Wolford, N. D.

Hazleton, N. D.—The Cargill Eltr. Co. has aked for an eltr. site. Frank Grov of Hector, Minn., wishes to erect an eltr. here with a capacity of 40,000 bus.

Tagus, N. D.—The Minot Eltr. Co. has succeeded the C. B. Catlin Eltr. Co. and the Sullivan Eltr. Co. has succeeded the M. C. Egan Eltr. Co.—M. C. Egan.

Rogers, N. D.—The Acme Grain Co. has succeeded us in the grain business, and enlarged the eltr. to a capacity of 28,000 bus. F. A. Stearns is agent. The

Osborne-McMillan Eltr. Co. has enlarged its eltr. to a capacity of 24,000 bus.—C. E. Burgess, agt. W. C. Helm & Co.

Sarles, N. D.—The Acme Grain Co. has bot the eltr. of the Douglas Eltr. Co. F. Davis is agent or the Heising Eltr. Co.—H. F. Williams, agt. Acme Grain Co.

Osnabrock, N. D.—The eltr. of the Imperial Eltr. Co. was burned Dec. 4. Loss, \$35,000. Besides the building 20,000 bus. of grain and 250 tons of coal was a total loss.

Underwood, N. D.—The Homestead Eltr. Co. has bot the eltr. of Koenig & Sons. Raugust, Stadel & Co. have engaged in the grain business.—O. V. Bowman.

Wyndmere, N. D.—J. F. Owens, is the new buyer for the Osborne-McMillan Eltr. Co., and I am the agent for the Farmers Grain & Supply Co.—C. L. Diehl.

Walhalla, N. D.—The Walhalla Milling Co. has built a new office and put in a new boiler in its plant.—R. B. Cunningham, agt. St. Anthony & Dakota Eltr. Co.

Colgate, N. D.—Judge Pollock has confirmed the verdict of the jury awarding Mr. Romstad \$5,000 damages for personal injury while employed by the Farmers Eltr. Co.

Voltaire, N. D.—The Farmers Eltr. Co. built an eltr. this fall, and an addition was built to the Osborne & McMillan Eltr. Co's eltr.—Otto L. Sparks, agt. Royal Eltr. Co.

Sykeston, N. D.—I have succeeded John Scheidt as manager of T. H. Cousins. C. S. Cousins, formerly of this firm, is agt. for Andrews & Gage.—L. H. Peterson.

Stanley, N. D.—Andrews & Gage and the St. Anthony & Dakota Eltr. Co. have installed a double deck Monitor Cleaner in their eltrs.—Gust Anderson, mgr., Farmers Eltr. Co.

Perth, N. D.—Adams & Veal have succeeded the Anchor Grain Co. in the grain business. R. I. Laird is out of the grain business.—A. E. Smith, agt. St. Anthony & Dakota Eltr. Co.

Voss, N. D.—The Voss Farmers Eltr. Co. recently incorporated, has bot the eltr. of the Monarch Eltr. Co. It has a capacity of 35,000 bus. The company also handles coal.—N. E. Penlar.

Rolla, N. D.—The eltr. of the Minnesota & Western Eltr. Co. will soon be closed. The National Eltr. Co. has closed its eltr.—E. M. Jacobson, agt. St. Anthony & Dakota Eltr. Co.

Turtle Lake, N. D.—Blumhagen, Huber & Haas and Wenzel & Schumacher have 10,000 and 6,000 bus. capacity respectively, but are shovelers.—E. J. Freeman, agt. Regan & Lyness.

Spiritwood, N. D.—The Powers Eltr. Co. built an annex to its eltr. Increasing the capacity about 24,000 bus. making the capacity now 40,000 bus.—Albert W. Dunwell, agt. Rounsville & Doty.

Hong Siding, York, P. O., N. D.—The National Eltr. Co. has built an eltr. at this place with a capacity of 30,000 bus. M. Blair is the agent.—B. M. Mahoney, agt. National Eltr. Co., Wolford, N. D.

Ruso, N. D.—This is a new station on the Drake-Garrison extension of the Soo Ry. and has 5 eltrs. The Schmidt-Gullock Eltr. Co., I. L. Berge, both of 25,000 bus., the Osborne-McMillan Eltr. Co.,



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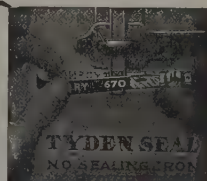
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SIDNEY, OHIO

Minnesota Eltr. Co. and the Homestead Eltr. Co. which have a capacity of 20,000 bus. These eltrs. have been built in the last 11 months.—I. L. Berge, Velva, N. D.

Pickert Siding, Blabon, P. O., N. D.—The Northwestern Eltr. Co. built an eltr. last fall of a capacity of 28,000 bus. The farmers intend to build a 30,000-bu. eltr. next fall.—J. C. Walter, agt. Amenla Eltr. Co.

Tolley, N. D.—The new companies at this place are the Woodworth Eltr. Co. and Minnesota Eltr. Co., having a capacity of 25,000 bus. each, and the Farmers Eltr. Co. which has a capacity of 30,000 bus.—D. L. Lytle.

Willow City, N. D.—The farmers are trying to perfect an organization to build a 50,000-bu. eltr. The organizers are Wm. Yerke, E. Raymonds and F. Albright.—G. Crite, agt. St. Anthony & Dakota Eltr. Co.

Westhope, N. D.—The Farmers Eltr. Co. put a large new cleaner in its eltr. this fall. Phipps & Keen built a new 30,000-bu. eltr. at Dunning, no P. O., a siding south of here, between Maxbass and Newburg.—J. M. Larson.

Souris, N. D.—Farmers are organizing to build or buy an eltr. unless the cold weather should have some other effect. Souris will boast of 8 eltrs. to start the 1908 crop, which is a great plenty for our territory.—E. Nelson & Co.

Norma, No. P. O., N. D.—This is a new town between Tolley and Kenmare. The eltrs. here are D. L. Lytle, Farmers Eltr. Co., Northland Eltr. Co. and the Minnesota Eltr. Co. The eltrs. all have a capacity of 25,000 bus.—D. L. Lytle, Tolley, N. D.

Wallace, N. D.—Ostroot Bros., of Lake Preston, S. D., have bot the eltr. of McKee & Minthorn at this place, with J. L. Owens as agt. E. W. Ketcham of Madison, S. D., has bot the eltr. of the Independent Eltr. Co.—E. D. Merssemar, agt. Great Western Eltr. Co.

Loran Sta., Mohall, P. O.—This is a new town on the Great Northern Ry. The eltrs. here are McCabe Bros. Imperial Eltr. Co., Farmers Eltr. Co. and Chas. Lytle. The eltrs. all have a capacity of 30,000 bus., but the latter, which has 15,000 bus. capacity.—D. L. Lytle, Tolley, N. D.

Sharon, N. D.—The Northwestern Eltr. Co. has installed a 5-h. p. Otto Engine in its eltr. E. S. Curry has resigned his position as agent for the St. Anthony & Dakota Eltr. Co. and has accepted a position with the Northwestern Eltr. Co. The farmers may build an eltr. in the spring.—E. S. Curry, agt. Northwestern.

Ross, N. D.—The Minot Milling Co. has leased the eltr. of W. H. McCutcheon. Mr. McCutcheon will be employed by the company at Minot. Fred Wheelock is the new buyer for the company. E. E. Webb, of Aberdeen, S. D., is traveling superintendent for the Victoria Eltr. Co. in western North Dakota.—J. N. Campbell.

Dunning, Maxbass P. O., N. D.—Phipps & Keen sold their eltr. at Westhope to the Westhope Eltr. Co., consisting of W. J. Cooper, P. S. Hilleboe of Westhope and B. F. Stone, formerly with McCabe Bros. at Boissevain, Manitoba. Phipps & Keen have built a modern 30,000-bu. eltr. at Dunning, a siding, put in this fall between Newburg and Maxbass. The Imperial Eltr. Co. and National Eltr. Co. have each built a 30,000-bu. eltr. at this siding. F. G. Lewis of Andover, S. D., is agent for the latter and Peter Hexom from Iowa for the former.—B. C. Phipps.

## OHIO.

Kinderhook, O.—Hunsicker & Yates of Williamsport have leased the eltr. of C. G. Campbell.

Elery, O.—My house at Elery is leased to the Toledo Grain & Milling Co.—C. C. Kerr of McClure.

Jonestown, Tokio P. O., O.—The Jonestown Grain Co. succeeded J. A. Rexroth in the grain business.

Caldwell, O.—Owing to the sickness and death of his mother Geo. T. Court-right has been absent from home for 7 weeks.

Bucyrus, O.—Smith & Fitzer have bot the buildings occupied by the Pennsylvania Oil Co. and will use them for storage.

Coldwater, O.—We have sold our eltr. here to F. Hehmeyer & Son, who will take possession Jan. 1, and will remodel it into an up-to-date eltr.—Fox & Hess.

Grover Hill, O.—J. E. Eaton has recovered the costs of suit against the C. H. & D. R. R. Co., which has been fined \$200 for discrimination in furnishing cars.

Toledo, O.—Daily moisture tests are being made with the new apparatus on the Produce Exchange. On one day recently 15 tests were made for 15 cars, the percentage of moisture ranging from 19.6 to 21.

Cincinnati, O.—Ellis & Fleming have leased the grain eltr. and hay ware house of the Southern Grain Co. The eltr. has a capacity of 16,000 bus. and the warehouse is 200 ft. in length. The Southern Grain Co. has discontinued business.

Grain dealers who will not take a minute to correct or verify list of firms regularly engaged in the grain business at their station when postage is supplied cannot complain if they are omitted from the list as are scoopers and irregulars.

Lindsey, O.—The Farmers Mercantile & Eltr. Co. has begun to operate its 20,000-bu. eltr. recently completed by the Burrell Engineering & Construction Co. The eltr. is equipped with two stands of legs, a 32-h. p. Fairbanks-Morse Gasoline Engine and a Huntley Cleaner.

Piqua, O.—The dealers of this section have commenced to handle new corn. It was late and contains excessive moisture so will surely cause a loss when it comes to shelling. Shippers agree that it cannot be safely handled until Jan. 1, but fear of competitors compels them to take dangerous chances.

Mt. Cory, O.—The Farmers Eltr. & Exchange Co. is having a combined eltr. and ear corn crib built by the Burrell Engineering & Construction Co. It will be equipped with a 25-h. p. Fairbanks-Morse Gasoline Engine, Monarch. Attrition Mill, Huntley Cleaner and Fairbanks Hopper Scale.

Genoa, O.—We note the paragraph in the Journal last month about C. A. Powers having been elected mayor of Genoa. Mr. Powers is a Democrat, was elected by a vote of 132 to 77 although the town is Republican by about 40. He was about the only Democrat elected, is only 22 years old and is the son of E. A. Powers, secy. and treas. of this company. As far as we know he is the youngest mayor elected in the United States.—Powers Eltr. Co.

Columbus, O.—Arrangements have been about completed for the running of agricultural special trains under the auspices of the Agricultural College of the Ohio State University and the Ohio Grain

Dealers Association, as follows: A one day trip on the Clover Leaf railroad covering stops at seven stations on its line in Ohio; this trip will probably be made on Dec. 31. A three days trip, probably Jan. 2nd, 3rd and 4th, over the C. H. & D. railroad, covering stops at about 25 or 27 of its most important grain stations in Ohio.

Jewell, O.—I notice in the last issue of the Grain Dealers Journal a paragraph from our neighboring town of Weston stating that now would be a good time to reorganize the old Northwestern Ohio Grain Dealers Ass'n. I will say Amen to this. I think the greater per cent of the old members of the N-W. O. G. D. A. have by this time seen the folly of letting the Ass'n go to pieces. I, for one, am a firm believer in Ass'n work, and think the old Ass'n could be reorganized and be of great benefit to its members if they would only put their shoulder to the wheel and push, and keep going, like our Weston brother says. I think now would be an excellent time to get busy. Why not some one call a meeting at Toledo or some other central point, and see what can be done towards a reorganization? Do it now. "If you can't boost, don't knock." Yours for reorganization.—J. S. Calkins.

Toledo, O.—Fred Mayer isn't lazy. No! He just believes in having things conveniently arranged. At a desk which he has preempted on the Chamber of Commerce floor in the name of J. F. Zahm & Co. he has a press button and three telephones. The press button is connected with the office. "Buzz" means office boy; "Beez" stenographer; "Booz" a long one with a cherry in it. The other day all three telephones rang at once. Like Jiggo, the Juggler, Fred Mayer grabbed two receivers and placed one at each ear. He yelled, "Hello, just a minute" into both of them at the same time and then picked up the third fone which was long distance. He received an order to sell "15,000 at the market" wrote it down, handed the telegram to Postal, picked up the other telephones in turn, and before he had finished he had received telegram from Rosenbaum Bros. that his order had been executed. Time: 0:02. That's going some.

## OKLAHOMA

Salt Fork, Okla.—M. Nolan is rebuilding his eltr. at this place.—L. L. Lanter, foreman, Blackwell Mill & Eltr. Co.

Guthrie, Okla.—Laws abolishing the bucket-shops are demanded of the new state legislature by the farmers union.

Hooker, Okla.—The Bolin-Hall Co. has completed its eltr. and it is now in operation. The Liberty Mill & Eltr. Co. will erect a 25,000-bu. eltr. within the next few months.

Guthrie, Okla.—The constitutional provision requiring corporations to file list of stockholders and officers with the corporation commission is being complied with by many grain companies.

Hunter, Okla.—The Hunter Lumber, Mill & Eltr. Co., incorporated capital stock \$50,000. The eltr. is already in operation and the mill will be ready the first of the year. P. T. Thomas, pres., and Tom Cogswell, secy.

Shawnee, Okla.—J. A. Smith, recently appointed state grain inspector, must testify to his signature by Tuesday or go to jail for contempt of court. Mr. Smith has been involved in litigation at Kingfisher for several years with the



Plymouth Cordage Co., an eastern corporation which has been attempting to force him into bankruptcy.—*Shawnee News.*

Geary, Okla.—The Geary Mill & Eltr. Co. which failed July 25, was reorganized Oct. 25, after being in the hands of the receiver for three months. J. E. Ruth of Kingfisher, is mgr.; E. R. Lehman, of Kingfisher, sec'y, treas., and assistant manager.

Guthrie, Okla.—The St. Louis & San Francisco Railroad Co. has appealed to the state supreme court for relief from the order obtained by W. O. Cromwell, when atty-gen., preventing the company from collecting an arbitrary freight rate in addition to the local distance charge of 9½ cents on corn and 11½ cents on wheat in carload lots at several Oklahoma stations.

Stillwater, Okla.—A number of reports that the green bug has reappeared in the wheat fields have been investigated by the state experiment station and found to be false. Where wheat was reported destroyed the grain was found to be in a thrifty growing condition. In some instances a comparatively harmless insect was mistaken for the greenbug. None has been found. It is thought that the green bug outbreak of last year has developed a vast number of parasites that are waiting to attack the pest should it appear.

## OREGON.

Portland, Ore.—The Albers Bros. Milling Co., of this city, Seattle and Tacoma, reincorporated, capital stock formerly \$300,000, increased to \$1,000,000.

## PENNSYLVANIA.

Elizabethtown, Pa.—The office of the Aaron Afflebach warehouse was scorched Dec. 4, little damage was done. The fire is supposed to have started from a wooden cuspidor, into which lighted cigar stumps were thrown.

Pittsburg, Pa.—More than 200 guests were present at the annual banquet of the Grain & Flour Exchange Nov. 21. D. G. Stewart was toastmaster. The speakers were good and the musical program was very enjoyable.

Carlisle, Pa.—Frank E. Thompson has let the contract for the erection of a new grain and coal eltr., to be completed by Apr. 1. The grain eltr. will be 26x53 ft. and the coal eltr. 37x78 by 38 ft. high. Both plants will be equipped with electric motors for power.

Pittsburg, Pa.—Owing to the season being near at hand, in which uncertainty prevails as to high waters, which may occur at any time, in the Allegheny, Monongahela, and Ohio rivers, and the disposition of the B. & O. R. R. Co. not to assume responsibility for any loss by fire or water on shipments made to this market over their line; therefore, shippers have been notified by the Grain & Flour Exchange that all shipments, either as consignments or otherwise, when routed for delivery here via B. & O. R. R., will be at their own risk. It would be advisable to have all shipments to this market routed via other roads having delivery yards above the high-water mark.

Pittsburg, Pa.—The following resolution has recently been adopted by the Grain & Flour Exchange: Whereas, The monetary affairs of this city and the country at large continue in an unsettled condition, and for this reason our banks

are not willing to extend any accommodation at present. It has become necessary for this exchange to take some precautionary measure for the benefit of all concerned; and, therefore, the attached resolution be and hereby is adopted: Resolved, That hereafter all shippers of hay, straw and grain are requested to make all drafts on consignments to read: "On arrival of the car," and the amount not to exceed three-fourths (¾) of the value, less freight.

## PHILADELPHIA LETTER.

The Commercial Exchange will not hold its annual trade banquet this year.

The increase in wheat receipts over November last year was 582,795 bus., and corn 120,176 bus.

A number of important changes are to be made along the Delaware river front which will afford additional facilities for the grain men.

During November 31 vessels took out cargoes of grain for export from this port to England; Scotland, Germany, France, Holland, Denmark, Belgium and Newfoundland.

The headquarters for the Mutual Trust Co., composed mostly of grain men, is approaching completion and it will be the most complete banking apartments on the main floor of the Bourse.

August Gruver, associated with the grain house of E. E. Delp & Co., has just returned from his wedding tour and received a hearty home welcome from the younger element in the grain trade.

No official announcements have been made of changes in grain firms here, though it is hinted that some will be made, and some new openings will take place about the beginning of the year.

The general grain business here is fair, considering the stringency of the money market, but the time for stock taking and balancing of the year's business being soon at hand the natural lull is anticipated.

Cards are out announcing the engagement of Mr. Russell M. Wagar, the junior member of C. W. Wagar & Co., to the daughter of a prominent business man of this city. Mr. Wagar is being congratulated by his many friends on 'change.

The forthcoming yearly report of the officers of the Commercial Exchange it is said will show this organization to be in a very prosperous condition, with its finances and solid assets in a strong and satisfactory position.—S. R. E.

## SOUTH DAKOTA.

Reliance, S. D.—The McVan Eltr. Co. is buying here.

Tripp, S. D.—The Farmers Eltr. Co. has succeeded A. A. Truax.

Badger Sta., Mitchell P. O., S. D.—Hewett & Conner are erecting an eltr.

Florence, S. D.—H. Rhine & Co. have succeeded the Minnesota & Iowa Eltr. Co.

Yale, S. D.—J. J. Decker has succeeded Gartland & Dunlevy in the grain business.

Harrold, S. D.—The Ostrout Eltr. Co. is buying here.

Arlington, S. D.—L. A. Rice and Alfred Ecklund of St. Peter, Minn., will erect an eltr. at this place.

Plana, S. D.—The eltr. of the Chilson Grain Co. was burned Nov. 22, together with about 6,000 bus. of grain. The fire

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It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 8½-in. wide by 8½-in. long. Price 50 Cents. Address

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started in the office and was soon beyond control. The value on the building is \$5,000, and the total loss will be about \$10,000. The loss was well insured.

Mitchell, S. D.—The second annual corn show of the South Dakota Corn Growers & Breeders Ass'n will be held in this city Dec. 17, 18 and 19.

Conde, S. D.—The fire that destroyed eltr. of the Atlas Eltr. Co. started from a stove in the office. The eltr contained about 10,500 bus. of grain, 8,000 being wheat.

Watertown, S. D.—I have been appointed superintendent and auditor of the Hawkeve Eltr. Co., and have removed from Grover to Watertown.—R. H. Doeden.

### SOUTHEAST.

Atlanta, Ga.—The grain and cotton exchange which was established last year may have to be closed for lack of funds to meet the expenses of the coming year. At a meeting of the exchange committee recently it was found that only half the sum needed had been subscribed.

### TENNESSEE.

Memphis, Tenn.—A building permit to erect a grain eltr. for Webb & Maury was secured Nov. 26 by Fred Friedline.

Pulaski, Tenn.—Yancey's warehouse was slightly damaged by fire at 9:30 o'clock p. m., Dec. 4. Loss, \$300; insured. The damage was done to the inside of the building, the outside and contents being uninjured.

Morristown, Tenn.—The Morristown Vehicle & Grain Co. has been organized by I. A. Lane, S. C. Harrell, P. M. Bewly, J. M. Richardson, T. S. Myers, J. L. Gilbraith and H. L. Douglass. Mr. Lane, pres.; S. C. Harrell, secy. and treas.; P. M. Bewly, assistant mgr. and superintendent. The company has bot the large concrete building erected and occupied as a feed and sale stable by T. S. Myers, which has been converted into a suitable house for the business.

Memphis, Tenn.—Several of the members of the Merchants Exchange for three months past made a practice each day to copy off quotations and adjourn to the private committee room to conduct their trades among themselves, while others remained on the Exchange floor to trade. Now the members of the Grain & Hay Ass'n have taken rooms in the Frank bldg. and will conduct a call board entirely separate from the Merchants Exchange, with a private wire of their own.

Memphis, Tenn.—John Wade & Sons have let the contract to Fred Friedline for the erection of an 80,000-bu. transfer house of cribbed construction. The house will be served by two tracks, the receiving sinks discharging on conveyor belts to a big receiving leg. The bins are to have steel hopper bottoms, and along one side will run a trolley automatic weighing equipment and sacking machinery. New style Weller Automatic Power Shovels will be placed in the shed over the tracks. Besides the receiving and two working legs a small leg will serve the roller mill for chops. The equipment will include cleaner, clipper and separator. Work has been started.

### TEXAS.

Clifton, Tex.—The Clifton Grain Co. is out of business.

Terrell, Tex.—W. H. Ingram has sold

out his grain business at this place and will retire.

Dallas, Tex.—The Texas Fuel & Grain Co. has changed its name to Kniffin Fuel Co., by amendment of its charter.

San Antonio, Tex.—I expect to close out my grain business on or before Jan. 1. The Grain Dealers Journal has been both useful and profitable to me.—R. N. Garrett.

Weatherford, Tex.—Hartnett & Bradfish have let the contract for the erection of a modern eltr. to the P. H. Pelkey Construction Co. The Dazey-Moore Eltr. is about completed by the same company.

Waco, Tex.—The Waco Mill & Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. for the erection of a reinforced concrete warehouse, 45x150 ft., to be completed by the first of the year.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Dec. 1 were 4,530,598 bus. of wheat and 1,325,738 bus. of corn; compared with 6,978,928 bus. of wheat and 469,672 bus. of corn for Sept., Oct. and Nov., 1906, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Hamlin, Tex.—B. P. Cain and associates have bot machinery and other appliances for a mill and eltr. The plant will be up-to-date in every respect. Construction will start as soon as the material is on the ground. The mills will be located on the Kansas City, Mexico & Orient Ry. tracks.

Ft. Worth, Tex.—Is the Attorney General playing politics or does he wish to drive the millers, who are so very conservative, out of the state? "A trust." Well, that charge is absolutely groundless. There is no excuse whatever for the politicians trifling with such an important industry.—F. F. J.

Beaumont, Tex.—A meeting of the Louisiana & Texas Rice Millers & Distributors Ass'n was held here Nov. 26, and it was resolved to call the attention of the Dept. of Agri. to what is believed to be an error in its rice crop estimate of Nov. 1. The government made the crop 4,800,000 bags, while the Ass'n believes the crop to be 4,200,000 bags.

The railroad commission of Texas promulgated two sets of reciprocal demurrage rules on November 19, one set being applicable to less than carload shipments and the other to carload shipments. The rules with regard to carload shipments provide that when a shipper makes written application for cars they shall be supplied within three days when the order is for five cars or less, within five days when for less than 10 or more than 5 cars, and within eight days when for 10 cars or more. For failure to comply with the rule the railway must pay to the shipper 50 cents per car per day, or fraction of a day, of delay, provided the shipper makes application to the railway for the penalty within 30 days after ordering the cars. Any shipper to avail himself of the benefits of the rule must deposit \$2.00 for each car ordered, and if the car is loaded the \$2.00 must be returned to the shipper when the bill of lading is issued. In case cars are ordered and not used, and the railway is obliged to haul them empty over 50 miles in one direction, \$5.00 must be deposited for each car ordered and forfeited to the railway in case cars are not used and \$7.00 per car shall be deposited for each car ordered and forfeited in case the cars are not used if the railway has to haul them more than 100 miles in one direction empty. Railways

are required to receive and promptly transport at a rate of not less than 30 miles per day all carload shipments offered them. For failure to so receive and transport they must pay to the shipper 50 cents per car for each day's delay, except that 24 hours' additional time is allowed at each junction or terminal point where it is necessary to rehandle or transfer the cars; and 48 hours additional are given when it is necessary to transfer the contents of the cars.

### WASHINGTON.

Tacoma, Wash.—Gangs of small boys are busy gathering up wheat in the railroad yards. On the wharves the grain is spilled profusely.

Steptoe, Wash.—At this new station on the Spokane & Inland railroad a denatured alcohol plant is to be erected by Jacob Hertzka of Nashville, Tenn.

Olympia, Wash.—The jute mill at the state prison manufactured 1,169,511 grain bags between Jan. 1 and Nov. 1. The profit to the state on the sale of the bags at 9 cents each is said to have been \$13,000.

Seattle, Wash.—W. W. Broughton, gen. traffic mgr. of the Great Northern Ry., states that within the near future Seattle must give attention to the question of grain warehouses. The unloading facilities are not equal to the business.

Olympia, Wash.—It is said the State Railroad Commission is inclined to force warehousemen out of the grain buying business and into a strictly warehouse business; and is investigating to discover evidence of collusion between the warehousemen and the railroads to keep independent shippers from getting cars.

Seattle, Wash.—Judge Hanford of the Federal Court on Dec. 2 enjoined the Washington Railroad Commission from enforcing its wheat rate order. The court stated that the evident purpose of the commission in making the joint rate was to divert grain shipments from Portland, Ore., to Puget sound ports, and thus was an encroachment on the power of Congress to regulate interstate traffic. The Commission may order a joint rate, provided it does not conflict with the federal rights.

Olympia, Wash.—In an opinion to the State Railroad Commission on complaints of alleged overcharges on two cars of wheat from Waukon to Spokane and of a shipment of a carload of oats from Waukon to Ballard, the Attorney-General's office holds that where the shipper does not advise the railway of the approximate amount of the shipment and accepts cars of large size the shipper is properly chargeable for the minimum weight provided in the tariffs for cars of the capacity furnished. The opinion adds: "This might be a profitable field for the Commission to investigate with a view to promulgating some uniform rules and regulations affecting the minimum weight of cars."

Colfax, Wash.—Julius Friis has been given judgment against J. K. Smith & Co. for \$1,173 damages for shipping out a quantity of oats that they had been asked to store separately. Mr. Friis stored with defendant a quantity of seed oats for which he accepted ungraded receipts, with the understanding that his grain was to be piled in a special lot, and not to be disturbed until he surrendered the receipts. Eventually he sold a part of the oats to a neighboring farmer for seed, charging him \$1.50 a hundredweight for them and turned over to him one of the



receipts that he had received from the warehouse company. Upon the presentation of this receipt and a demand for the delivery of the oats the manager of the company informed him that they had been shipped to the Coast, and he was tendered the amount of the value of the oats at the then prevailing price of feed oats.

## WISCONSIN.

Dane, Wis.—J. W. Duff has succeeded Caldwell Bros. of Lodi at this station.

Waunakee, Wis.—Chas. Smith has succeeded Caldwell Bros. of Lodi at this station.

Superior, Wis.—Eltr. X of the Great Northern R. R. has had bins bonded to store Canadian wheat in transit.

Two Rivers, Wis.—I have bot a half interest in the hay and grain department of the Two Rivers Mercantile Co. at this place. I took possession Dec. 1 and have full control.—E. Harnden.

Superior, Wis.—It is said that the Republic Eltr. is to be rebuilt. At the time of the fire the company was just adding a couple of steel tanks to the plant. Now it is planned to build other tanks and a smaller working house.

Milwaukee, Wis.—Having disposed of our interests in the feed business at Milwaukee we will continue our molasses grain business from our new plant at Norfolk, Va., under the old firm name of E. P. Mueller.—E. P. Mueller.

Superior, Wis.—The loss on Eltr. A has been adjusted as total, \$260,000. About 125 men are employed by Chas. R. Lull in getting out the salvage grain. The pile varies greatly in condition in different parts, several thousand bushels not even wet or smoked. The scorched and damp piles are being loaded out by the Northern Grain Co., of Manitowoc, Wis. The first shipment was made in a special train of 25 cars Nov. 23. No trace has been found of the body of John Swedberg, the employee who lost his life in the eltr.

Madison, Wis.—After Jan. 1 manufacturers who grind cobs into feed will be subject to prosecution under the new law. If the cobs are ground with the corn the feed may be sold as "ground corn and cob meal." F. W. Woll of the Wisconsin Experiment Station states that "This department has, in the past, acted on the assumption that the law provides for an annual license fee of \$25 for each and every feeding stuff bearing a distinguishing name or trademark, as is the case in all states in the Union where similar feed laws are in operation, but our state attorney general has just rendered an opinion on the law passed by the last legislature, to the effect that only one fee is required for each manufacturer's license, and not a fee of \$25 for each brand to be licensed for sale. Under this opinion, we rule, therefore, that, beginning with the first of January next year, every manufacturer of concentrated feeding stuffs coming within the scope of the law must pay a license fee of \$25 per annum, and this will entitle him to sell the brands of feeds listed with this department, during the year, as provided for by section 3 of the law. With regard to samples to be submitted in accordance with section 3 of the law, will say that it will not, as a rule, be necessary for manufacturers or dealers desiring to license their feeds for sale in the state to submit samples of the same and furnish affidavits, as provided for in the section mentioned; all they will have to do under the law is to make out the manufacturer's statement as to

names of brands to be licensed, with the guarantees for protein and fat under which each of these will be sold, and send this in with a check or draft for the annual license fee of \$25. The license certificate will then be mailed to them."

Superior, Wis.—As rumored in this column Nov. 25 the grain inspection fight has been settled, the agreement being signed Nov. 30. Hereafter it will be possible to issue warehouse receipts under the general warehouse law of Wisconsin on the grain in store and thereby facilitate the financing. The work done by Secy. Macfadden of the North Dakota Bankers' Ass'n was most effective in promoting a settlement. On Dec. 4 E. L. Cass, treas. of the Wisconsin Grain & Warehouse Commission, received from the Globe Eltr. Co. a check for \$10,000 in settlement. The Superior Board of Trade has been in a fairly prosperous condition as far as finances are concerned. It has 115 members on the roll, a large number of whom are delinquent, and since the settlement of the inspection fight Secy. A. N. Lent has been hard at work getting the books in shape to meet the views of the North Dakotans, and it is said the bucket-shops are to be thrown out. A chief weighmaster and 25 deputy weighers will be employed by the Grain & Warehouse Commission, which is composed of W. C. Macfadden of North Dakota, H. A. Johnson and Byron Kimball of Superior. The agreement follows: Wisconsin officials to do all weighing in and out. Wisconsin inspection of all coarse grain, including barley, rye, corn and oats, in and out. Wisconsin inspection of wheat and flax in and out when requested by the owners. Mills and eltrs. to buy grain in Superior without discrimination against members of either Superior or Duluth boards of trade when usual commission is charged. Globe Eltr. will receive Wisconsin inspected grain without preserving the identity at the usual charge and will furnish special bins upon a basis of payment for the entire bin of a capacity of 25,000 bus. Eltrs. will issue warehouse receipts under the general warehouse law of Wisconsin. Wheat and flax to be inspected as in the past except when requested by the owners. The eltr. companies agree to pay the commission for moneys expended in the grain inspection war not exceeding \$10,000. All suits except cases in the federal courts to be dismissed without costs to either party. The moneys paid into court to be returned to the elevator and mill companies. The injunction in the federal court to be modified to carry out the agreement. This agreement to remain in force until Jan. 1, 1910.

## MILWAUKEE LETTER.

Memberships are selling at \$200.

The first of the new corn receipts were received last week.

The Reingans-Wolff Grain Co. has discontinued business, and one of the members of the firm, John Reingans, has left the city, it is reported, with part of the firm's money.

Judging from the financial reports issued by local banks, at the call of the Controller, it would appear that the situation here is very good, as the statements show unexpected strength. Currency payments are being gradually resumed, and it is expected it will soon bring about a renewal of the grain movement.

Stocks in eltrs. are being reduced at about the same gait as they were increased, and just at present there has

[Continued to Page 723.]

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Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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## Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

## Grain Carriers

Boston's export grain trade is reviving. Several ships are loaded weekly.

Marine insurance on the great lakes has been extended from Dec. 5 to Dec. 12.

Portland, Ore., now has the biggest grain fleet ever assembled there at one time.

The Erie Canal was practically closed Nov. 23, when three boats left for Albany with wheat.

The embargo on shipments of grain for export thru Galveston was raised Nov. 27 by the Missouri Pacific Ry.

Rates on corn from Chicago to Buffalo are quoted at 1½c per bu. Few charters are being made at the close of the season.

The first winter storage cargo from Duluth arrived at Buffalo Nov. 25 in the steamer Saxona, with 250,000 bus. of wheat.

The Intercolonial Railroad Elevator at St. John, N. B., was placed in operation Nov. 24 for the winter's all rail grain traffic.

Representative Lorimer of Illinois has introduced a bill appropriating funds for the 14-ft. waterway from Chicago to St. Louis, and his firm may get the contract to dig it.

Failure of 40,000 bus. of wheat to arrive from Buffalo held the steamer Pola at Philadelphia several days under a demurrage charge of \$165 per day.

The traffic committee of the St. Louis Manufacturers Ass'n has indorsed the demand by the National Industrial Traffic League for a universal classification and uniform B/L.

Complaint of discrimination by railroads in the rates on mill products east were filed with the Interstate Commerce Commission Nov. 26 by 45 milling companies of Oklahoma, Kansas and Missouri.

Improvement of the Ohio River from Pittsburg to Cairo to provide a 9-ft. stage at low water was demanded by the Ohio Valley Improvement Ass'n at its recent 13th annual convention at Wheeling, W. Va.

At Buffalo the New York Central & Hudson River R. R. Co. has given the elevator operators notice that tariffs will be refused unless a written promise is made not to give rebates of the elevation charge.

Among the new lines completed this fall by the Great Northern are the following: Berthold to Crosby, N. D.; 89 miles; Walhalla, N. D., to Morden, Man., 15 miles; and Kelly Lake to Fermoy, Minn., 23 miles.

The South Dakota Central has been completed from Rutland to Arlington, S. D., 21 miles, and construction is in progress to Watertown, 40 miles. Trains are running between Sioux Falls and Arlington, 63 miles.

Canadian vessel owners have asked the Dominion government to seal the hatches of all grain boats leaving Port Arthur for railway shipping points, to escape the continued shortages in weights when cargoes are discharged.

Representatives of 23 roads agreed at Chicago recently to return cars to the owners when received in switching serv-

ice, to confine cars in switching territory and to pay \$5 per day for diversion out of switching territory.

Grain figured to the amount of 250,000 bus. in the revival of navigation on the Fox River. The steamers B. F. Carter and Nellie B., of Oshkosh, Wis., carried nearly that quantity of barley down to Green Bay this fall, and over 200,000 tons of coal was brot up to Oshkosh.

The federal grand jury has indicted the Union Pacific, the Oregon Short Line, a coal company and the asst. superintendent of the Short Line for violation of the interstate commerce law by discriminating against a coal dealer of Salt Lake, Utah, because he lowered the price of coal below that set by the combination.

Record breaking cargoes of grain have been shipped from Duluth recently. The Dan R. Hanna of the Pioneer Steamship Co. on Nov. 22 took out 403,000 bus. of flaxseed, only to be eclipsed by the W. M. Mills of the Weston Transit Co. next day, with 415,799 bus. of wheat for Buffalo. The Mills is one of the new 600-footers.

Everett, Wash., shipped its first cargo of wheat Nov. 23, the British ship Brablock taking 3,000 tons in sacks for Queens-town. It is said that hereafter all Washington wheat shipped over the Great Northern will be exported thru Everett, where a big wharf, warehouse and cleaning and mixing elevator are being constructed.

J. R. Lankard, a miller of Kingfisher, Okla., testified before the Interstate Commerce Commission at Enid, Nov. 21, that he was afraid to file a civil suit against the Rock Island to recover excess charges because he had been threatened by agents of the road that his milling in transit rates would be cut off and other discriminations made if he went into court.

October traffic on the Great Lakes aggregated 11,826,000 net tons, or 28 per cent more than the tonnage for October last year. Wheat shipments were heavier than a year ago; and the total for the season, 44,314,000 bus. is 44 per cent in excess of the shipments for the corresponding period of 1906, as reported by the Department of Commerce and Labor.

To work against the deep waterway from the Lakes to the Gulf the Milwaukee Chamber of Commerce has appointed a committee composed of O. F. Bird, L. J. Petit, Frank L. Vance, Frank W. Smith and Carl Joys, to co-operate with the lake levels committee of the Cleveland Chamber of Commerce. It is feared that the large volume of water to be drawn off thru the proposed canal will lower the level of the lakes and render harbor improvements useless.

Nearly one-third more men have been put to work on its Pacific Coast extension by the Chicago, Milwaukee & St. Paul R. R. Co. since the supply of labor became more plentiful thru the discharge of construction gangs by other roads on account of the financial stringency. This action bears out the prediction in this column March 25 that "Other roads may discontinue construction for want of funds, but the C. M. & St. P. will push work on its line from the Missouri River to the Coast."

A digest of the reciprocal demurrage laws of each of the states has been compiled by the American Railway Clearing House, covering the time in which roads are required to furnish cars, and penalties; the number of miles of daily movement required, time for delivery and pen-

alties; and additional free time allowed, with remarks. Indiana allows the shortest time to furnish cars, 48 hours, and Louisiana the longest, 10 days. For unloading Minnesota allows only 36 hours, while Connecticut allows 96 hours.

The Dominion Transportation Commission is investigating the alleged car shortage in western Canada, and has sent an inspector to Winnipeg to look into conditions. The railroads have asked the Commission for relief by demanding that some restrictions be put on the wheat growers, many of whom are accused of asking for more cars than they actually need and of keeping cars waiting unnecessarily long before completing loading. The railroads allege that the present regulations afford them no redress against impositions practiced by farmers.

The two complaints by the Laning-Harris Coal & Grain Co. against the Santa Fe road have been dismissed by the Interstate Commerce Commission as having no merit. Commissioner Clark ruled "In the absence of tariff provisions to the contrary, the transportation rate shown in a carrier's tariff on a certain commodity to a given point is understood to include delivery only to industries or unloading points located upon its own rails. If a consignee or owner of the shipment desires delivery to a point located on the line of another carrier, it must pay the lawful charge for such service." The switching charge at Kansas City of \$3 per car was in question.

Long strides have been taken in the direction of eliminating favoritism from the transportation business in the last few years. No one questions the desirability of having transportation facilities placed at the disposal of all persons desiring to use them for legitimate purposes, without favoritism or discrimination. We think subterfuges should not be tolerated. If a railway company finds it advisable to lease a public utility, the rights of the public should certainly be safeguarded when the lease is made, and we are strongly inclined to the belief that sound public policy would be promoted by a repeal of the statute permitting a railway company to make a lease of any of its facilities that are actually used in transportation. So long as the lessee stands in the place of the carrier and performs its functions for a reasonable consideration, it is possible that no great harm can follow. Unless some peculiar benefit accrues to the lessee of an elevator company, however, there is little likelihood of his taking the lease, and what accrues to his benefit is too often likely to redound to the disadvantage of his competitor in business.—Excerpt from decision by the Wisconsin Railroad Commission.

Our great river systems should be developed as national water highways; the Mississippi, with its tributaries, standing first in importance, and the Columbia second, although there are many others of importance on the Pacific, the Atlantic and the Gulf slopes. The national government should undertake this work, and I hope a beginning will be made in the present congress; and the greatest of all our rivers, the Mississippi, should receive especial attention. From the great lakes to the mouth of the Mississippi there should be a deep waterway, with deep waterways leading from it to the east and the west. Such a waterway would practically mean the extension of our coast line into the very heart of our country. It would be of incalculable benefit to our people. If begun at once it can be carried through in time appreciably to relieve



the congestion of our great freight-carrying lines of railroads. The work should be systematically and continuously carried forward in accordance with some well-conceived plan. The main streams should be improved to the highest point of efficiency before the improvement of the branches is attempted; and the work should be kept free from every taint of recklessness or jobbery. The inland waterways which lie just back of the whole eastern and southern coasts should likewise be developed. — From President Roosevelt's Message.

## Cleaning Seed of Dodder.

Dodder is a parasite deriving its food not from the soil, but directly from the crop plants which it infests. It starts from a seed, the nourishment in the seed developing a slender, threadlike and leafless stem. Failing to find a suitable support it dies when the food stored within the seed is exhausted. Finding a suitable support, such as the stem, leaf stems or even leaf blades of a clover plant, the dodder rapidly twines about it, sending out from its stem numerous suckers which penetrate the tissues of the plant upon which it rests.

After becoming established on the host plant the part of the dodder plant below the point of attachment dies. Above this point the plant makes rapid growth, branching repeatedly, its branches ultimately forming a tangled mass of threadlike filaments.

Dodder plants are to be distinguished by their threadlike stems, which are lemon yellow, orange or pink. They may spread from plant to plant, either near the ground or from the tops of the plants. Small, white flowers, mostly in clusters, are produced by midsummer. Seeds ripen thruout the central United States from the middle of July into September. As a rule the dodders are profuse seed producers, but seed production is strongly influenced by the character of the host plant, and the condition of the weather during the flowering season of the dodder.

Dodder seed dissemination as a seed impurity is practically restricted to the seeds of flax and the leguminous crops, and it is confined chiefly to those whose period of ripening coincides with that of the dodder and whose seeds are small enough to admit the dodder seeds as an impurity, being restricted in this country practically to flax, red clovers, alsike clover, white clover and alfalfa. American grown alsike and white clover seeds rarely, if ever, contain dodder, while those produced in Europe often contain it.

Seeds of the same kind of dodder always differ somewhat in size. The combination of the smallest seeded dodders and large seeded commercial seeds renders successful recleaning possible, while the presence of the larger seeded dodders, especially in small seeded grades of commercial seeds, gives a practically hopeless mixture.

The whole matter can be controlled by the dealer whose purchasing agents are personally familiar with the different kinds of dodder in the field and who, guided by this knowledge, will buy only dodder free crops or such as contain only those dodders whose seed is removable in recleaning.

**CLEANING SEED.**—It is doubtful if alsike and white clovers can be cleaned of dodder, altho the amount of dodder can be reduced somewhat by the use of

proper sieves, which necessitate the loss of considerable clover seed.

Red clover and alfalfa seeds can be cleaned of clover dodder and small seeded alfalfa dodder by the use of a sieve having 20 meshes to the linear inch and made of wire ranging from No. 30 to No. 34 of Washburn and Moen gage. Sieves of this mesh made of No. 30, No. 32 or No. 34 wire will admit all the seeds of these species with proper care in the sifting. A sieve of this mesh made with wire coarser than No. 30 gage will retain the largest dodder seeds of the above kinds; while, if the mesh is coarser than provided by No. 34 wire, there will be an undue loss of crop seed, especially in the case of small seeded red clover.

With respect to the other kinds of dodder none of the sieves mentioned will remove all the seed, even with repeated sifting. Much of the dodder seed will be removed, especially if a sieve having No. 34 wire is used. Thus far no means of wholly removing these large-seeded kinds is known. Flax dodder can be removed from flaxseed by a sieve of 14 meshes to the linear inch made of No. 29 wire.—From Farmers Bulletin No. 306, U. S. Dept. of Agriculture.

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Argentine exports of corn have been falling off steadily. From May 1 to Nov. 1 exports have been 4,482,500 quarters; against 8,345,000 qrs. in the corresponding period of 1906 and 7,559,500 qrs. in 1905. The last week of October shipments were only 96,000 qrs.; against 265,000 qrs. for the corresponding week of last year. Prospects for the coming harvest are admitted by the government to be poor.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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## Supreme Court Decisions

**Appropriation to Corn Improvement Ass'n Unconstitutional.**—Act No. 261, Pub. Acts 1907, appropriating money for the use of a voluntary unincorporated society, whose object is to stimulate effort to improve the quality of the corn crop and increase the yield, is unconstitutional.—Michigan Corn Imp. Ass'n v. Auditor General. Supreme Court of Michigan. 113 N. W. 582.

**Fire—Negligent Condition of Right of Way.**—If the company is wanting in ordinary care in allowing grass, weeds, rotten wood, and other combustible material to accumulate on its right of way, and as a result thereof damage by fire occurs, this would also furnish a ground for holding the company liable.—Southern Ry. Co. v. Thompson. Supreme Court of Georgia. 58 S. E. 1045.

**No Actual Delivery a Wagering Contract.**—A contract to purchase stocks on margins, without an intent on either side that any stock should be actually delivered and paid for, though not prohibited by any statute imposing a penalty, is illegal and void at common law.—Gibney v. Olivette. Supreme Judicial Court of Massachusetts. 82 N. E. 41.

**Settlement of Differences Gambling.**—A contract for the purchase of grain for future delivery, where both parties intend to settle by the payment of differences without any delivery, is a gambling transaction, and insufficient to support a note given in settlement of losses.—Zeller v. Leiter. Court of Appeals of New York. 82 N. E. 158.

**The selection of arbitrators is no part of the agreement for arbitration required by the statute, and the fact that the parties agree on the arbitrators, instead of requiring them to be selected in the manner indicated in the statute, does not preclude the arbitration from being referred to the statute.**—Bishop v. Valley Falls Mfg. Co. Supreme Court of South Carolina. 58 S. E. 939.

**Void Limitation in B/L.**—A provision in a carrier's B/L prohibiting its agent from contracting for the delivery of goods beyond its own route was a nullity; the agent being required to receive the goods for transportation, though entitled to limit his employer's liability to its own line.—Marshall Medicine Co. v. Chicago & A. R. Co. Kansas City Court of Appeals, Missouri. 104 S. W. 478.

**Settlement on Differences.**—An intention to "settle by the payment of differences," "betting on future prices," or "closing up without delivery by the payment of differences," means an intention by one who has sold for future delivery to buy on the same board for the same delivery, and to offset the purchase against the sale and receive or pay the difference.—Carson v. Milwaukee Produce Co. Supreme Court of Wisconsin. 113 N. W. 393.

**Wrongful Discharge of Elevator Manager.**—Where the employee is wrongfully discharged prior to the termination of his contract of employment, in an action to recover the stipulated wages for the entire term covered by the contract, the employee is not required to allege and prove that in the interim he was unable to obtain other employment.—Beissel v. Vermillion Farmers Elevator Co. Supreme Court of Minnesota. 113 N. Y. 575.

**Proper Method of Piling Sacks.**—Where the petition in an action for injuries to an employee while working on the top of a stack of flour in consequence of the stack giving way alleged that the tier of flour was a dangerous place to work owing to the manner in which the flour had been stacked, evidence that it was safer to stack flour by placing the sacks in tiers, breaking the joints like laying brick, etc.,

was admissible.—Commerce Milling & Grain Co. v. Gowan. Court of Civil Appeals of Texas. 104 S. W. 916.

**Genuine Draft with Forged B/L.**—A draft was discounted, with B/L attached. It was genuine, and was drawn on plaintiff with his authorization, and was paid by him. B/L was a forgery. Plaintiff sued the defendant to return the amount, on the ground that it was paid in error and that defendant was liable for the error. What mistake there was, was plaintiff's, for trusting the dishonest drawer of the draft, who annexed to it a forged B/L.—Varney v. Monroe Nat. Bank. Supreme Court of Louisiana. 44 South. 753.

**Arbitration not to Be Set Aside.**—A common-law award of arbitrators is not to be set aside for mere errors of judgment upon questions of fact or law submitted, but is subject to impeachment for fraud, or misconduct amounting to fraud, or upon clear evidence of mistake when such mistake is not simply a wrong conclusion upon the facts or law submitted, but an unconscious failure to know or apprehend some material fact or right in the light of which their judgment should be exercised.—Donaldson v. Buhlman. Supreme Court of Wisconsin. 113 N. W. 638.

**Failure to Give Notice of Claim in 36 Hours.**—Though a B/L provides that claim for damages must be reported by the consignee to the delivering line within 36 hours after the consignee has been notified of the arrival of the freight, otherwise there shall be no liability, failure to give the notice does not prevent recovery, where the agent of the delivering company immediately knew about the destruction of the property while in its possession and notice would have done no good.—Scott County Milling Co. v. St. Louis, I. M. & S. Ry. Co. St. Louis Court of Appeals, Missouri. 104 S. W. 924.

**Gambling Transaction — Evidence.**—Where, in an action on a note given in settlement of losses on transactions in grain, defendant claimed that the transactions were intended by both parties to be settled by a payment of differences, and that neither intended an acceptance or delivery of the grain purchased and sold, defendant, after having testified that he intended simply to settle on differences, was also entitled to show, by conversations had with the other parties to the transactions, that such was also their intention.—Zeller v. Leiter. Court of Appeals of New York. 82 N. E. 158.

**Average Capital of Grain Dealers.**—The average capital of grain dealers, mentioned in section 86 of the revenue law (Laws 1903, p. 407, c. 73) is not the average of the total capital used in the business, but is the excess of such capital over the real estate and other tangible property which can be viewed by the assessor and "assessed separately." Average capital is not average purchases, nor average sales, and cannot be found by adding together the amount of purchases or the amount of sales during the year and dividing the sum by an arbitrary divisor. Average capital is the average of the amount of cash and all other property of every kind used in carrying on the business; and, if there is an excess of this average of capital over the amount of real estate and other tangible property that can be viewed by the assessor, then such excess is to be added for assessment.—Central Granaries Co. v. Lancaster County. Supreme Court of Nebraska. 113 N. W. 543.

The peanut crop area in British India for 1907-8 is 15 per cent less than last year.

Drudgery doesn't pay. Read the Grain Dealers' Journal carefully, find out how your neighbor does his work, and you'll get enough ideas in the course of a few issues to pay you to pay some one else to drudge. The grain dealer who makes the most money uses his head, not his hands.

## A Well Known Breed.

King corn is literally "Your Highness" in the accompanying photograph as a comparison of the tall stalks with the man on the step ladder indicates. Six huge ears of corn were grown on these two stalks, and the product amounting to almost two bushels when shelled was consigned by J. M. Current & Son to Gardiner B. Van Ness. The tallest stalk was 19 ft. 13 inches high, and it took one man ten minutes to cut it down with a sharp ax. Three men were required to lift the



two stalks into an upright position preparatory to having them photographed. Among the top leaves it will be noted an oriole built its nest and the ear of corn which hangs as a pendant held up the man standing on the ladder. This corn is a new growth of the old familiar breed known as the "Uralyre."

## New Corn "No Grade."

A large proportion of the new corn arriving in Chicago which we test for moisture is going "No-Grade" according to R. P. Kettles, chief of Grain Sampling & Seed Dept. There are hundreds of cars of corn that are never tested for moisture by this department, but its records show that the moisture of those tested now ranges from 17 to 34 per cent, most of the corn showing about 27 to 28 per cent moisture.

While the State Grain Inspection Department keeps no record exclusively of the new corn coming to Chicago yet it is safe to assume that 99 per cent of that arriving is new and most of it is grading No. 4.



## Books Received

### ANNUAL REPORT MISSOURI STATE BOARD OF AGRICULTURE.

—We are indebted to Geo. B. Ellis, secy. for a copy of the 39th annual report of the Missouri State Board of Agriculture, a record of the work of 1906. This volume of over 400 pages contains a report of the meeting of the Corn Growers Ass'n in January, 1907, and detailed statistics of the acreage, yield and value of all crops grown in the state. Geo. B. Ellis, Secy. Columbia, Mo.

**GRAIN AND HAY SUCCESSFULLY DISPLACED COTTON.**—In Farmers Bulletin No. 312, issued Nov. 29, entitled "A Successful Southern Hay Farm," Harmon Benton, of the Bureau of Plant Industry, tells how D. S. Ramsey of Cherokee County, S. C., purchased a run-down cotton farm in the Piedmont region that would not produce more than 1/4 bale of cotton to the acre with 250 lbs. of fertilizer, and made it yield crops of corn, oats hay, corn stover and crimson clover hay valued at \$50 per acre, without fertilizer. U. S. Department of Agriculture, Washington, D. C.

**ALFALFA IN OHIO.**—From reports by 400 growers Professors C. G. Williams and C. H. Kyle have tabulated very complete records of experience with this plant which has proved so valuable in the western states. Each grower was asked 66 questions bearing directly on what others need to know to make alfalfa a success. All counties in the state with the exceptions of Monroe and Vinton are now growing alfalfa, altho the average time that this crop has been grown is only 4 years. Those reporting have had a gross return each year of \$42.90 per acre. Bulletin No. 181; 25 pages; Ohio Agricultural Experiment Station, Wooster, O.

**HESSIAN FLY.**—Last year Professors H. A. Gossard and J. S. Houser completed a 3-seasons' study of Hessian fly in the field and laboratory. Their work shows that a large, vigorous, stiff straw will stand up under the drain of a single larva and produce a fairly good head, and will not always fail utterly, even when attacked by 2 or 3 larvae. Were it not for the fact that the fly is preyed upon by several species of parasites it would doubtless be uncontrollable. Burning the stubble is the most effectual measure known against the Hessian fly. Owing to the frequent use of wheat as a nurse crop for clover and timothy the annual burning of stubble fields is impracticable. It is suggested that to reduce to a minimum the effects of Hessian fly attack, choose for seed the screened product of a variety possessing a large or medium straw, but above all with excellent stooling qualities. The very copious notes on field observations are of special interest to any student of the Hessian fly. Bulletin No. 177; 39 pages; illustrated; Ohio Agricultural Experiment Station, Wooster, O.

**REPORT OF THE SECY. OF AGRICULTURE FOR 1907.**—James Wilson, secy. of the Dept. of Agri. in his report to the president declares that the farmer will have more to spend and more to invest than he ever before had out of his year's work; reviews the introduction, uses and exportation of durum wheat; the extension of alfalfa growing; progress in seed studies, grain standardization; investigation of the green bug, and the growth and development of crop statistics. Mr. Wilson says that last year two-thirds of the exports of durum wheat went to

Mediterranean countries. The former sheep and cattle ranges sent macaroni material to Marseilles, Naples and Venice, to Greece, Spain and the countries of western Europe, and even to the old homes of durum wheat—northern Africa and Russia. Shipments of this wheat were made to 43 ports in Europe and Africa named in trade reports of the collectors of customs and to other ports unnamed. For the annual congressional free seed distribution the Secy. has no word of praise, contenting himself with a statement of the size of this "graft." In the annual distribution 6,400,000 packages of miscellaneous vegetable seed are put up and sent out, each package containing 5 packets, and 800,000 packages of flower seed are put up and distributed in the same way, each package containing 5 packets. With regard to "grain standardization" which is the name chosen for the laboratory work having as its object the inspection of grain by federal government officials, the head of the Department of Agriculture says: "It becomes more and more evident that some uniform system of inspecting and grading grain is absolutely imperative. Our producers of grain suffer thru the lack of uniformity in grading and our markets abroad are injured by lack of confidence in the grades established. It is believed that the end to be attained is thru *National inspection* of all grain entering into interstate and foreign commerce, and the attention of congress is respectfully called to this important question." From the experiment in liberating parasites in fields infested by the green bug it was apparently shown that under the conditions this year there is little or nothing to be gained by such transportation of parasites.

### An Obliging Suicide.

One can easily understand how a good natured grain dealer (as a class there isn't a happier or more intelligent set of men in the world) would allow his friends and customers, or even a stranger to come into his cleanly swept office and spit tobacco juice all over the floor without a protestation, but to have a man walk into your office and deliberately plan to muss up the floor by shooting himself was left to a Nebraska grain dealer at Norfolk.

The man, before taking his life, held Clarence Salter, grain dealer, at bay, called his mother by telephone and recited his greswome task to her, including a few details about how he had just killed his wife who was seeking a divorce; then hung up the receiver, removed his coat and vest preparatory to making his final exit. This was a little more than Salter liked, so he asked him to kindly step over to his elevator if he felt duty bound to take a shot at himself. Whereupon the suicide replied, "I'm a gentleman and I'll shoot myself where you say." Which he did. The only mistake Salter made was by not kicking him where his brains were; he shot himself where they ought to be—in the head.

Gas engines sometimes suffer from too much attention. The operator "discovers" that his engine is out of adjustment. He starts in by changing the time of ignition, or resetting the brasses. An expert who was called to examine an engine which had no compression found that the operator had lengthened the exhaust rod so that when it became hot it held the valve off the seat. His excuse was that he thought it had too much lost motion on the cam.

## HEATING OF GRAIN AVOIDED

**THE ZELENY THERMOMETER SYSTEM** enables you to keep an accurate record of the temperature within the grain at all parts of the bin. It is a simple, accurate, reliable instrument, requiring no batteries and no cost of maintenance.

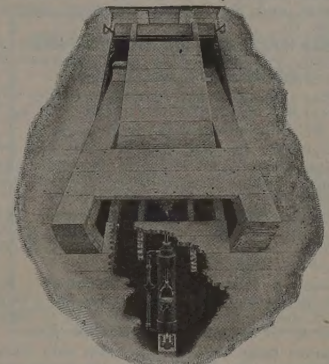
This apparatus is in successful operation in many plants. You cannot afford to be without it.

For full particulars, estimates and circulars, address

**MULTIPLEX ELECTRIC THERMOMETER COMPANY**

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## Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump. Yours truly,  
WILBER HAWKINS, Per Finley.

Yorkville, Ill., July 19, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible. We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.

## Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

**The Columbus Laboratories**

103 State St., Chicago



## Patents Granted

**Igniter.** No. 872,503. Chas. E. Duryea, Reading, Pa.

**Gas Engine.** No. 872,164. Earl E. Wright, Mansfield, O.

**Gas Engine.** No. 872,571. Fritz Moser, St. Aubin, Switzerland.

**Gas Engine.** No. 872,497. Alexander Campbell, Halifax, Eng.

**Gas Engine.** No. 872,336. Lucius T. Gibbs, Hempstead, N. Y.

**Burner for Gas Engines.** No. 871,883. Peter McCusker, Galesburg, Ill.

**Rotary Gas Engine.** No. 871,881. Adolf Montan and Jos. Scholm, Newark, N. J.

**Gas Engine.** No. 872,598. Elmer A. Watts and Edward G. Morrison, Springfield, O.

**Sparkling Device.** No. 872,629. Harry A. Miller, Pasadena, Cal., and Benjamin G. Gilbough, Chicago, Ill.

**Gas Engine.** No. 872,342. Arthur G. Griswold, Kankakee, Ill., assignor of  $\frac{1}{2}$  to J. B. Griswold, Kankakee.

**Cylinder for Gas Engines.** No. 872,306. Hans Richter, Nuremberg, Germany, assignor to Maschinenbaugesellschaft A. G., Nuremberg.

**Charge Device for Gas Engines.** No. 872,419. Frederick Herbst, Ouray, Colo., assignor of  $\frac{1}{2}$  to I. A. Martin and R. W. Haskins, Ouray.

**Cooling System for Gas Engines.** No. 871,797. Gustavus Green, Bexhill, England, assignor of  $\frac{1}{4}$  to Francis P. C. Hope and  $\frac{1}{4}$  to Joseph Miller, Bexhill, Eng.

**Grain Door.** No. 872,735. (see cut) Thos. F. Barton, Chicago, Ill. On the inner surface of the door is a vertically moveable wicket controlling an opening. Means extend outside the door for raising the wicket in its slides to uncover the opening.

**Carrier and Elevator.** No. 872,136. (see cut) Edmund G. Kraft, Somerville, N. J. The elevator includes a chain, a bucket secured to one of the links, and a latch pivotally secured to one of the links, the latch being adapted to engage the bucket. One of the uprights of the elevator carries a motor driving the chain.

**Garlic Separating Process.** No. 872,927. (see cut) Harvey J. Gehr, Waynesboro, Pa. The process consists in separating garlic from grain by subjecting the elements of a falling commingled mass of garlic and grain to impact derived from a moving body, the impact being sufficient to crush the garlic but not the grain.

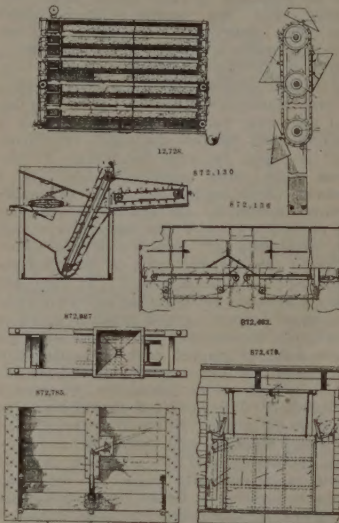
**Malt House.** No. 12,728 (see cut) Wm. P. Rice, Chicago, Ill. The malting unit comprises a plurality of vertically separated closely spaced shelves, each comprising a plurality of dumping sections joined flexibly together, a frame provided with a series of tracks on which the shelves are severally supported, and means for advancing the shelves out of one end of the unit for dumping.

**Grain Door.** No. 872,479. (see cut) Robert R. Tichenor, Feeley, Minn. On each side of the door are hollow casings having forwardly projected flanges. Horizontally movable plates are guided to move one in each casing and are held in various positions by studs engaging diagonal slots in upright slides. Pivotaly connected to the extension of the slide is an L-shaped lever mounted on the casing.

**Grain Cleaning and Pickling Machine.** No. 872,130. (see cut) Halvor T. Helgeson, Regina, Sask. In combination with a tank are an endless carrier, a chute inclined towards the tank and adapted to receive grain from the carrier, a set of gears supported on a shaft-bearing in the sides of the inner end of the chute, a series of

cross blades secured to the gear chains, a cross partition at the inner end of the chute and a perforated drain board extending across the chute.

**Grain Conveyor.** No. 872,462. (see cut) Ernest H. Schroeder, Minier, Ill. A pair of conveyors are secured in the upper portion of a crib and adapted to be driven in opposite directions. A slidably sup-



ported feed box is adapted to connect the delivery spout of an elevator with either of the conveyors, the feed box being divided into two compartments. Means are provided to operate the feed box, and means actuated by the feed box cause the conveyor connected with the elevator spout to run with the elevator.

### Corners are Seldom Profitable.

They hurt the innocent and injure the trade. Dealers and millers who carry large stocks must protect themselves by hedging and occasionally do get squeezed. The manipulators generally find burying the corpse expensive, especially if the deal has been a long-winded one. About the only successful corners are those which develop unexpectedly a few days before the contract expires. Don't buy expecting a corner or squeeze.—C. A. King & Co.

### Philippine Imports and Exports.

Imports of breadstuffs into the Philippine Islands for the 12 months prior to July 1 have been 84,829 bus. of oats and 236,549 bbls. of wheat flour; against 97,000 bus. of oats and 195,866 bbls. of wheat flour for the corresponding months of 1905-6, as reported by the War Department.

Imports of hay for the 12 months prior to July 1 have been 1,398 tons; against 2,070 tons for the corresponding months of 1905-6.

The imports of rice for the 12 months prior to July 1 have been 248,568,399 lbs.; against 304,351,232 lbs. for the preceding crop year.

Imports of beans for the crop year have been 37,970 bus.; against 41,242 bus. for the corresponding period of 1905-6.

Exports of hemp for the 12 months prior to July 1 have been 112,895 tons; against 110,399 tons for the corresponding months of 1905-6, as reported by the War Department.

### Unreasonable Delay in Transportation.

Davis & Hooks had shipped a quantity of corn from Wilmington to themselves at Fremont, N. C., on May 5, 1906, over the Atlantic Coast Line R. R. The two stations are but 96 miles apart, yet the shipment was in transit until May 16, 12 days.

In affirming a judgment of the superior court of Wayne County in favor of plaintiffs Chief Justice Clark of the Supreme Court of North Carolina said:

"The court below allowed the defendant to deduct five days, i. e., the day of receipt of the goods for shipment, the next day (Sunday 6th), then two more days, Monday and Tuesday, to get ready to start, and one day as the actual 'ordinary schedule time' for transporting freight between Wilmington and Fremont, and gave judgment for seven days' delay, i. e., one day at \$12.50, and six at \$25.00 each; total \$27.50.

"The defendant excepted because the court did not further deduct Sunday, May 13th, also two days (48 hours) at Goldsboro as an intermediate point, also the day of arrival at Fremont. These four days, if allowed, added to the five already allowed, would make a total of nine days for transportation of freight from Wilmington to Fremont, 96 miles, whose ordinary schedule is one day, as found by the court.

"Ninety-six miles in nine days is more than twice the time it would take an ox cart to make the same trip. Indeed, as railroad trains, unlike ox carts, ordinarily travel by night as well as by day, 96 miles in nine days is less than one-half mile per hour. At 20 miles an hour, the ordinary speed of a freight train, it would have taken less than five hours, instead of the 12 days actually taken, to transport this freight from Wilmington to Fremont, which was at the actual average speed of one mile for each three hours, or eight miles for each 24 hours.

"A construction of the act that would hold that this modern, splendidly equipped up-to-date railroad, with its line between Wilmington and Fremont almost without curves and level as a plank floor, is not chargeable with unreasonable delay if it shall take in transportation between those points more than twice as long as it would take an ox cart to make the transit challenges attention. If the remedial statute accomplishes no more than requiring of a railroad less than half the speed of an ox cart, why was it passed? What does it remedy?

"The statute allows the carrier 'the ordinary time for transporting such articles of freight between the receiving and shipping stations,' and, in addition to that, 'a delay of two days at the initial point' (instead of the day of receipt, under Revisal 1905, Sec. 887), and '48 hours at one intermediate point for each 100 miles of distance or fractions thereof \* \* \* shall be held prima facie reasonable.' This is the plain language of the body authorized to make laws, and this court has no desire or power to read or construe it except as it is written. If the time allowed is too liberal, or too restricted, it is for the Legislature to change it."—59 S. E. 53.

I predict that in less than 5 years the demand for durum bread will be so great as to make the growing and milling of durum wheat general.—Chas. Cristadoro, inventor of the whirlpool mixer for bakers.



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Assets	-	-	-	\$1,898,142.34
Losses Paid	-	-	-	1,766,407.89
Net Cash Assets	-	-	-	367,263.93

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Wrote \$5,348,463.75 Insurance last year.  
Paid \$110,724.14 in losses last year.  
Added \$24,230.30 to surplus last year.  
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

D. R. SPARKS, Pres. A. R. MCKINNEY, Sec.  
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## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning..... \$5,000,000  
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Admitted Ledger Assets..... \$16,478.30  
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Total Amount Assets Available for the payment of losses..... \$41,478.30  
Fire and Lightning Cost for Current Year Only 50 per cent of the rate.  
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Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets,	-	\$ 254,314.69
Losses Paid,	-	1,282,844.90
Saved to Policy Holders,	-	1,665,098.34

Our Deposit Notes represent but one annual Premium.

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Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

## Grain Dealers

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### Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

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## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

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Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)  
Semi-Annual Assessments costing about one-half Stock Company rates.  
NO conflagration hazard.

Gross Assets,	-	\$4,429,866.14
Net Cash Surplus,	-	848,660.89

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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**The Practical Gas Engineer**, by E. W. Longanecker, M. D., Price, \$1.00.

**The Gas and Gasoline Engine**, by Norman & Hubbard, Price, \$1.00.

**The Gas Engine Handbook**, by E. W. Roberts, Price, \$1.50.

**Gas Engine Troubles and Remedies**, by Albert Stritmatter, Price, \$1.00.

**Plain Gas Engine Sense**, by E. L. Osborne, Price, \$1.00.

For any of the above address,

**Grain Dealers Journal**  
255 La Salle Street, Chicago, Illinois

## Low Cost

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## Short Term Insurance

Grain Insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

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means from 40 to 50 per cent below pro rata for the time carried.

No grain dealer is using the best business precaution who does not learn our price on his elevator and keep fully protected with us.

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Webster 40 in. Reversible Belt Conveyor 310 feet long for Handling Grain.

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FOR MAINTAINING A NUISANCE  
UNLESS YOU

### ARREST

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR 'S AT YOUR SERVICE.

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ACCOUNT BOOKS, SCALE TICKETS, GRAIN  
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YOUR "REPAIR ACCOUNT" TO A MINIMUM  
SEND FOR A DESCRIPTIVE CIRCULAR OF  
THE EVANS MOTOR ATTACHMENT  
PATENTED U.S. AND CANADA  
SCOTT F. EVANS MINNEAPOLIS U.S.A.**

## QUIT KICKING

AND SHOVING grain cars into position.

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## WELLER STANDARD CAR PULLER

with friction clutch  
attached.



Our car pullers are made with extra heavy bearings and gears and we guarantee them to haul given capacity altho they have been known to pull twice their rated capacity.

Weller-made machinery for any part of your elevator is a guarantee that what you buy is reliable.

A Weller Standard Car Puller will "deliver the goods" to your receiving sink with less power and more efficiency than any other make.

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